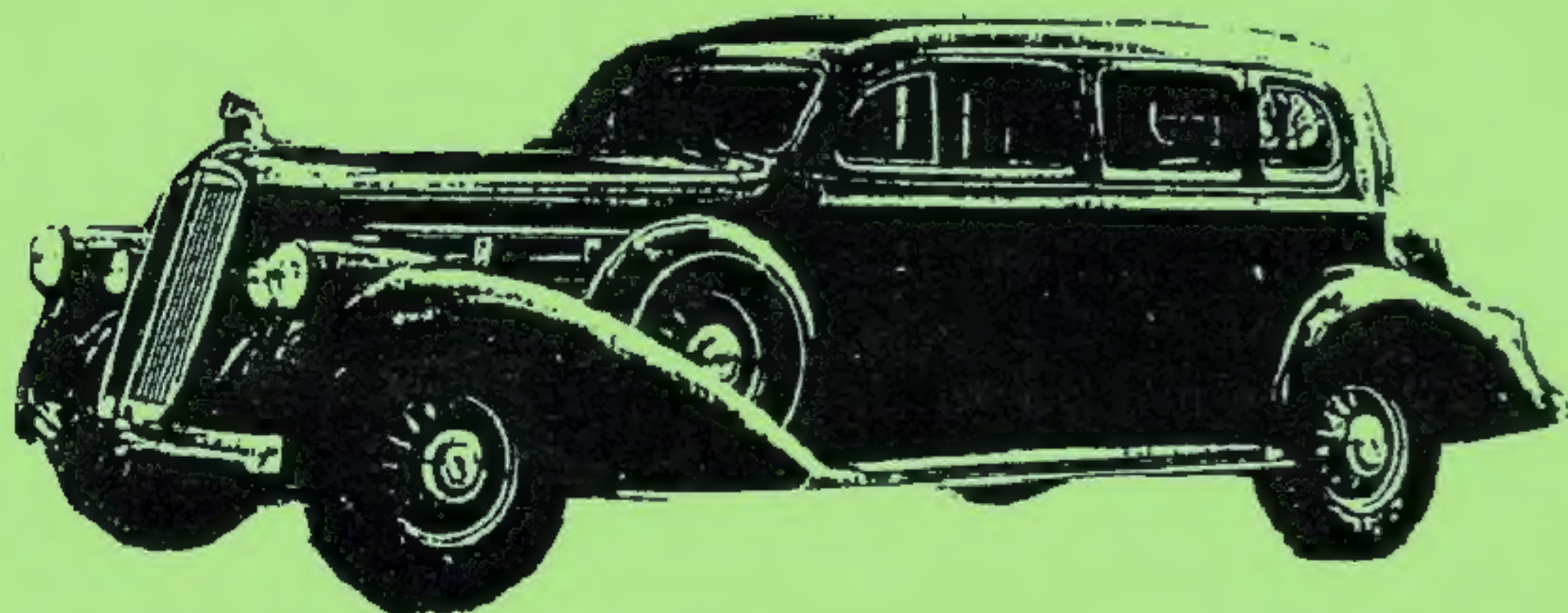


A GUIDE TO CARS AND TRUCKS MADE IN BUFFALO AND WESTERN NEW YORK

1895-1986



HERMAN SASS

**A GUIDE
TO
CARS AND TRUCKS
MADE IN BUFFALO
AND
WESTERN NEW YORK
1895-1986**

BY
HERMAN SASS Ph.D.

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CRESTLINE PUBLISHING COMPANY
 DAMMANN, AMERICAN CARS, 1946-1959
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STANDARD CATALOG of AMERICAN CARS, 1946-1975

MOTORBOOKS INTERNATIONAL
 GEORGANO and NAUL, THE COMPLETE ENCYCLOPEDIA of COMMERCIAL VEHICLES

COVER

1915 STEWART 1939 THOMAS (BATAVIA)
 1937 PIERCE-ARROW 1931 ATTERBURY TRUCK

Every effort was expended to make this work as complete and accurate as possible. As experts disagree on the facts of automotive history, one can only hope that the researcher's goal was reached.

CARS MADE IN BUFFALO

Arrow Locomotor - 1896	Clark Motor Co. Refer Buffalo Electric Vehicle Co. 1912-1915
Atterbury - 1911	
Auto Car - 1907	Comet - 1913-1914
Automatic Electric - 1921	Conrad - 1900-1903
Auto-Bi - 1900	Continental - 1914 Refer Comet
Auto-Quad - 1901	De Schaum - 1908-1909
Auto-Tri - 1900	Duquesne - 1904-1906
Auto-Two - 1900	Eagle - 1905
Babcock Electric - 1906-1912	Electro-Bug - 1946
Bird - 1895-1898	Ess-Eff - 1912
Bison - 1904	Finl - 1977 (See Pg. 32 BLASDELL)
Bowen - 1901	Ford - 1913-1958
Brooks - 1927	Great Arrow - 1904-1909 Refer Pierce-Arrow
Brunn - 1906-1911	Hercules Electric - 1907
Brunner - 1910	Heseltine - 1916-1917
Buffalo - 1899 Buffalo Cycle Supply Co.	Ideal - 1914
Buffalo - 1900-1902 Buffalo Automobile & Auto-Bi-Co. E.R. Thomas	Ideal Runabout - 1907
Buffalo - 1901-1902 Buffalo Gasoline Motor Co.	Iroquois Steamer - 1902
Buffalo Electric - 1901-1906, 1912-1915	Kensington - 1899-1904
Buffalomobile Occasional reference to E. R. Thomas Buffalo Car	King Steamer - 1902
Buffalo-Rochester Electric - 1899-1900	Knowles - 1904
Centaur - 1902-1903	King - 1923-1924
Chevrolet - 1923-1941	Knudson - 1948
Chief - 1908	Lackawanna - 1904
Clark Electric - 1910 Brunn	Los Angeles - 1914
Clark Electric- 1910-1911	Lutz Steam - 1917

CARS MADE IN BUFFALO

MacNaughton - 1906
Martin - 1898-1900
McCan - 1902
Militaire - 1916
Morlock - 1903
Motor-Bob - 1914
Motorette - 1946-1948
Murlock
 Refer Morlock
Mutual
 Refer Niagara Four 1915-1916
Niagara - 1913
 Niagara Motors Mfg. Co.
Niagara Electric - 1902
 Niagara Motor Vehicle Co.
Niagara Four - 1915-1916
 Mutual Motor Car Co.
O.K. - 1904
 Refer Red Jacket
Parenti - 1920-1922
Pierce; Pierce-Arrow - 1901-1938
Playboy - 1946-1951
Pomeroy - 1923-1924
Publix - 1947-1948
Red Jacket - 1904
Ripper - 1903
Rossler - 1906-1907
Seven Little Buffaloes - 1909
Silver Arrow - 1933
 Refer Pierce-Arrow
Spaulding - 1902-1903
Stewart - 1915-1916
Sun - 1916-1917

Thomas - 1902-1919
Towanda Electric - 1902-1904
Van Wagoner - 1912-1914
Whyland-Nelson - 1912-1913
Whyland Cyclecar - 1914
Wright - 1920

Kit Cars - (Component Cars)
 Antique and Classic Cars Inc.
 1971-1978?

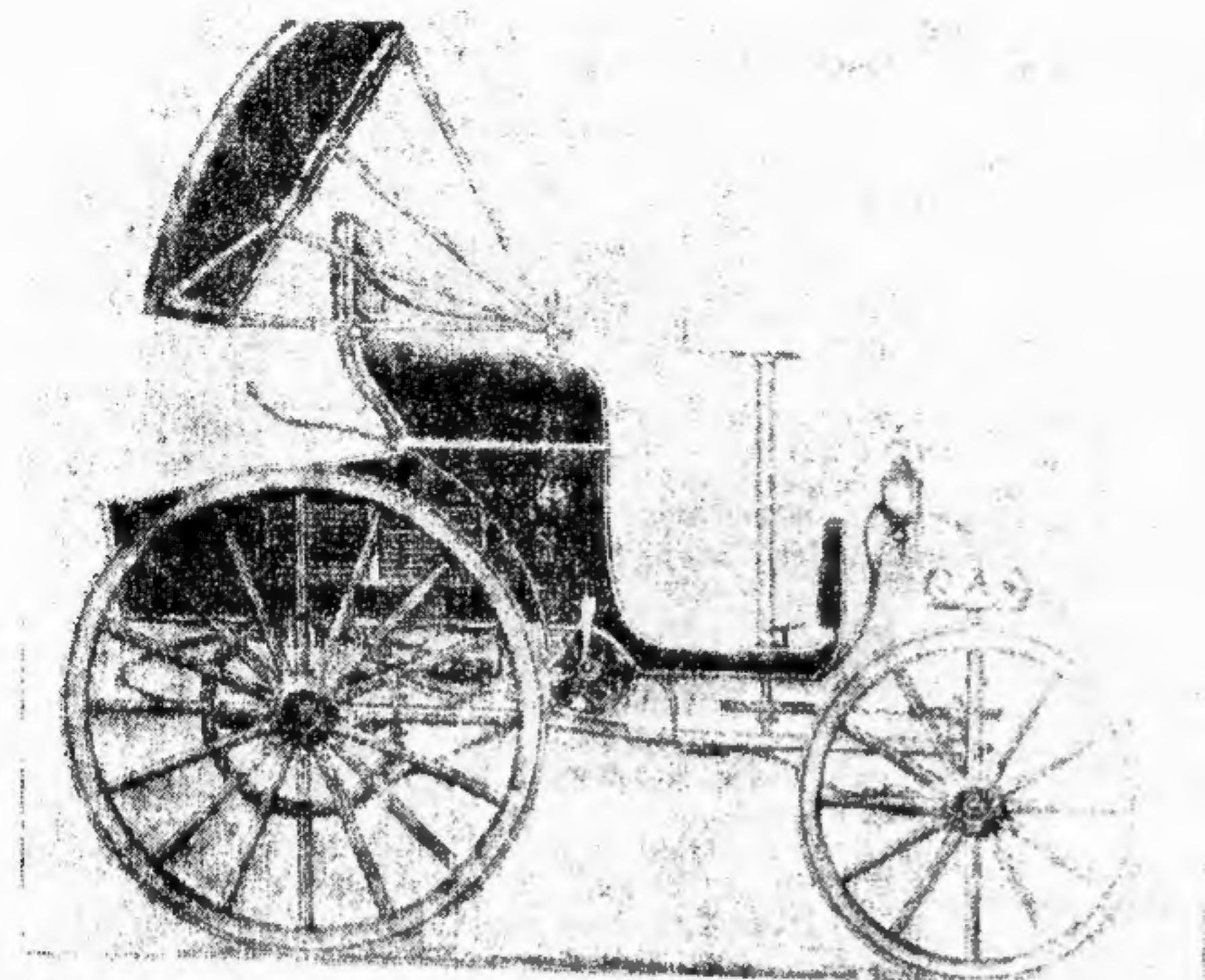
See list of reproductions at
end of text.

ADDENDUM

DAVIS
Buffalo, Erie County
1913

The Davis Cycle Car Co. of Buffalo reported in the press that they were going to build a tandem cyclecar in 1913. The engine was to have been a V; probably a two-cylinder. The wheel base was to be 93"; drive would be by chain.

The company was located at 503 Free Press Building, and William Norris Davis was indicated as the engineer. It is doubtful that this venture went beyond the prototype stage.

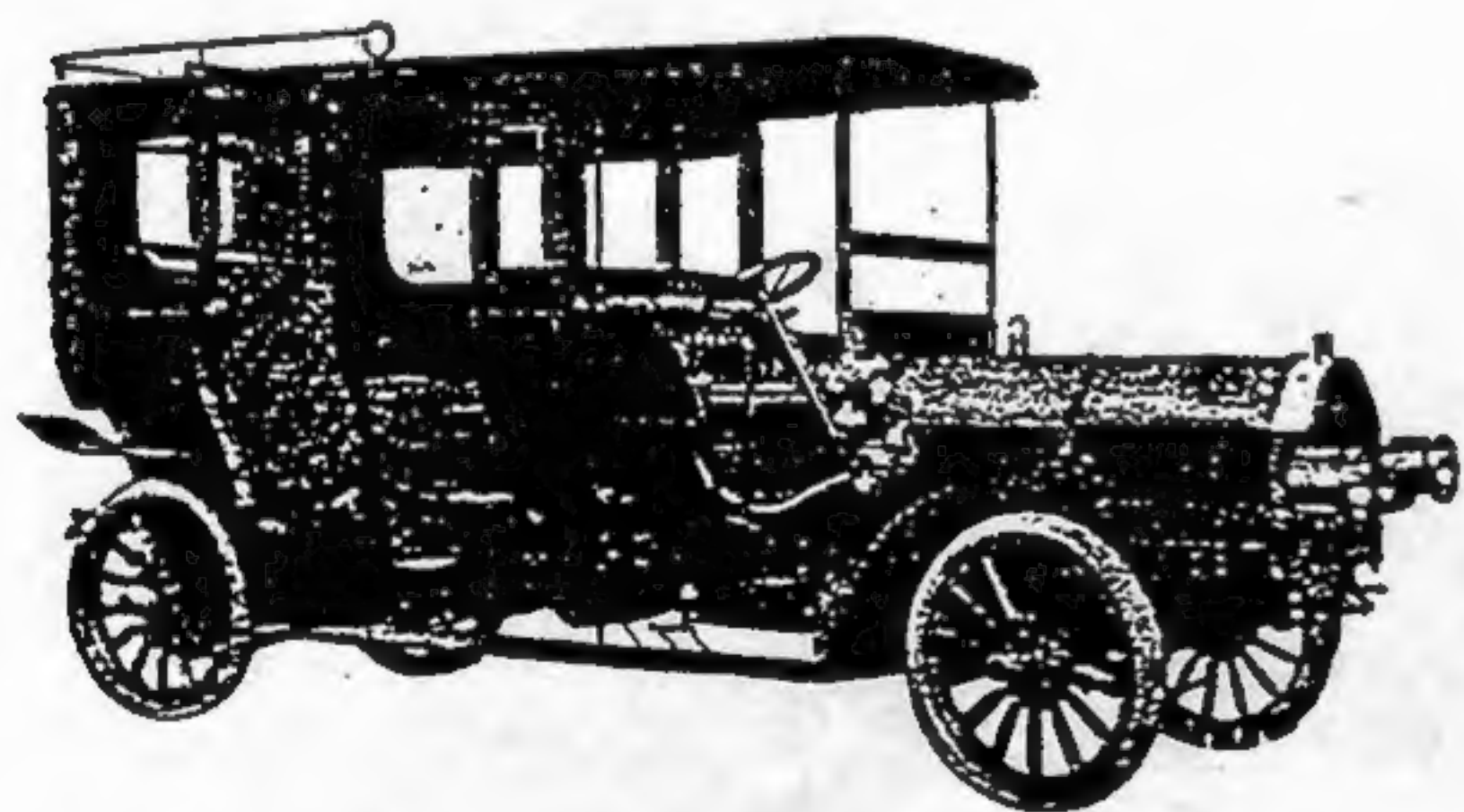


1896 Arrow Locomotor, auto-buggy.

ARROW LOCOMOTOR — Buffalo, New York — (1896) — Early in 1896 Adolph Moesch & Company of Buffalo completed a very perky motor phaeton powered by a single-cylinder 3 1/2 hp engine of its own design. A top speed of 15 mph was claimed. That Moesch was anxious for production was indicated by the news story appearing in *The Horseless Age* in March

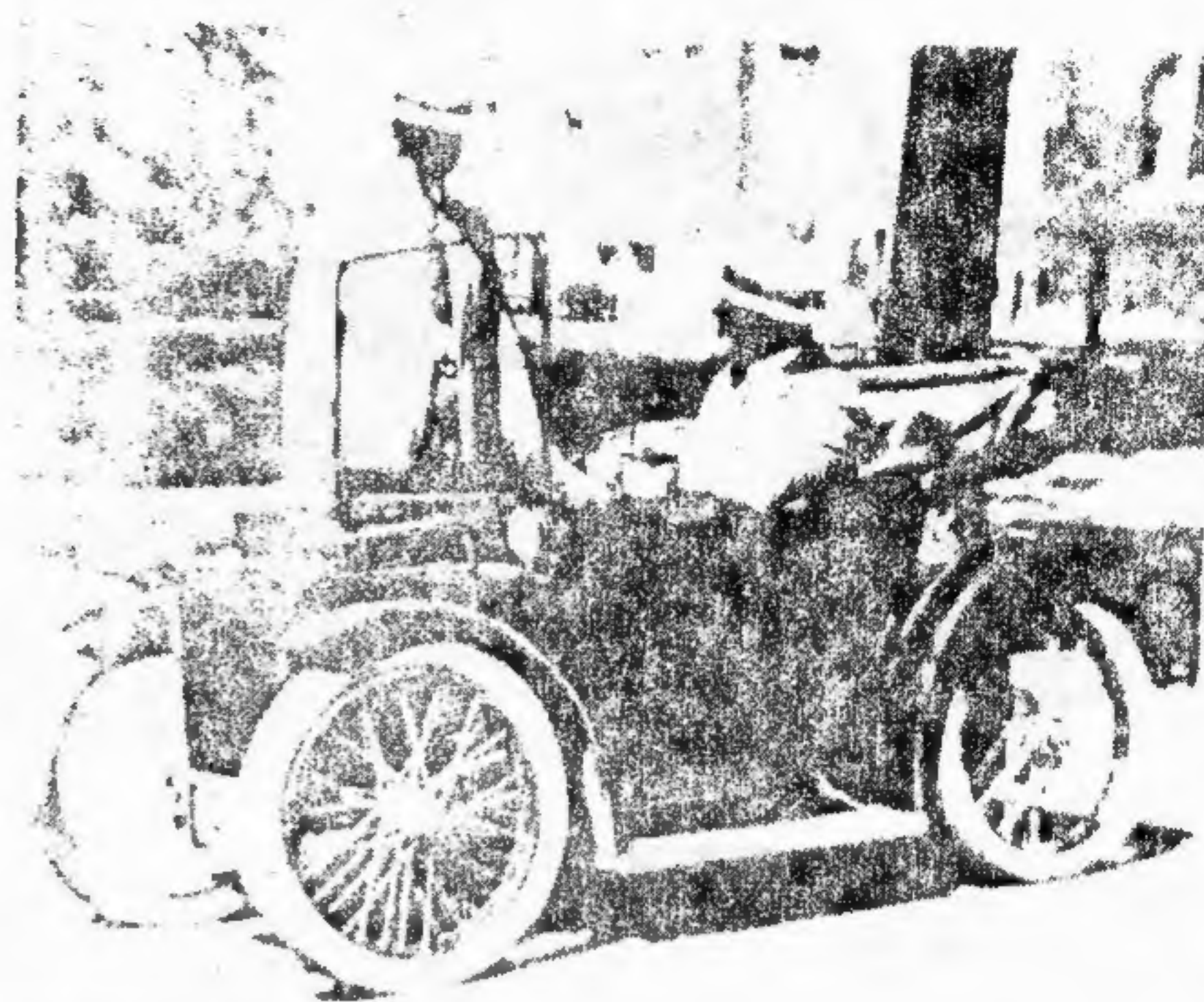
that year: "Ball bearings are not used, but the makers are prepared to put them in if desired. Solid rubber tires are fitted on the wheels, and the whole construction is very strong, so as to be adapted to our rough country roads." How many buyers were enticed by that ringing endorsement is not known. The company was not heard from again in the automotive field.

ATTERBURY — The Atterbury was a huge ten-passenger touring car produced in 1911. It was the second car built by the firm which had begun business in Buffalo, New York in 1904 as the Auto Car Equipment Company and which, in addition to commercial vehicles, produced a passenger Auto Car in 1907. In 1909 the firm's name was changed to Atterbury Motor Car Company, to avoid confusion with the Autocar from Pennsylvania. Trucks remained the company's principal focus of attention. Refer to Auto Car.



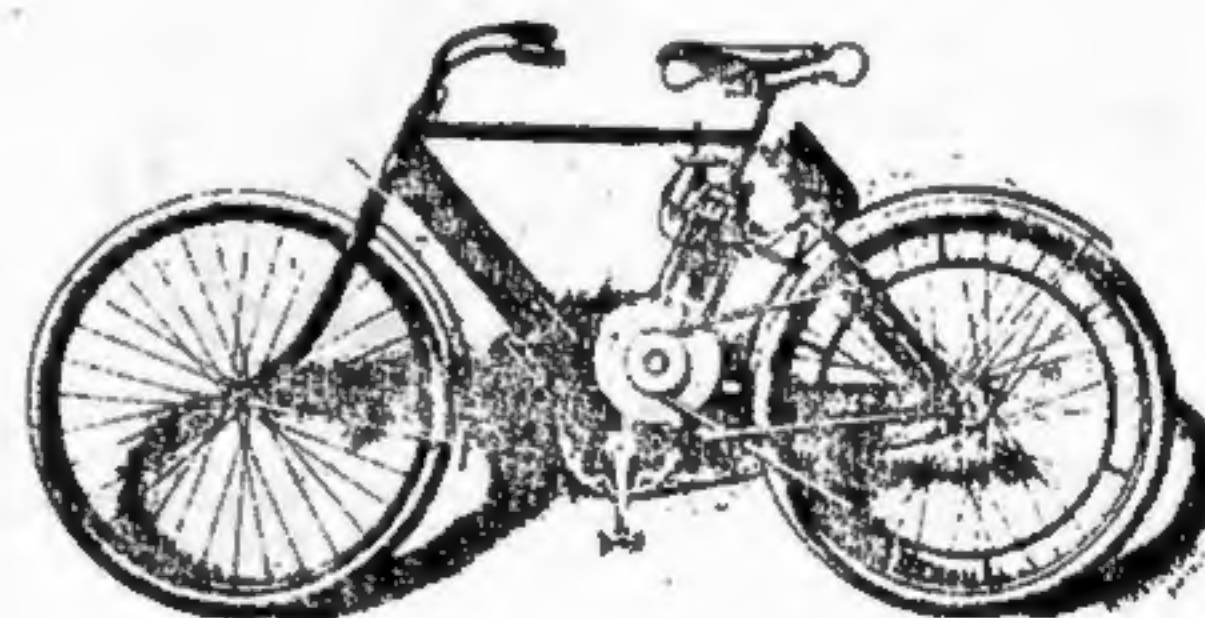
Six Cylinder 60 H. P. Gasoline Limousine. Complete in all details. Elegantly upholstered. Seating capacity from seven to ten persons. 1908 Auto Car.

AUTO CAR — Buffalo, New York — (1907) — **ATTERBURY** — (1911) — The Auto Car Equipment Company was incorporated by John B. Corcoran, George W. Atterbury and Elmer B. Olmstead in 1904 for the purpose of building commercial vehicles. In 1907, in addition to its line of delivery wagons, trucks, buses and sightseeing cars, Auto Car offered a six-cylinder 60 hp limousine that was stretched over a commercial chassis of unspecified length. It was gargantuan, seating seven to ten passengers, and was advertised (probably without fear of contradiction) as the largest limousine in the United States. Although a "Limousine Department" was set up in Buffalo for its marketing apparently it quickly became a lonely place because Auto Car discontinued the car after only a year to return fulltime to the business it knew best. At some point, the firm name had changed to Auto Car Manufacturing Company, and in December 1909 it changed again, to Atterbury Motor Car Company. The reason given was to avoid confusion with the Autocar from Pennsylvania. In 1911 a ten-passenger Atterbury touring car was offered, but again this venture into the passenger car market was one season only. In May 1912 the Atterbury Motor Car Company changed its name to the Atterbury Motor Truck Company, and commercial vehicle production was the company's sole emphasis.



1921 Automatic, roadster.

AUTOMATIC ELECTRIC — Buffalo, New York — (1921) — The Automatic Transportation Company claimed to be the world's largest manufacturer of electric industrial trucks and tractors. This is doubtful. The little two-seater runabout the company marketed was claimed to "surpass anything the engineering world" had thus far produced in the electric vehicle field. This is doubtful as well. Still, the Automatic Electric was a high class little car: 65 inch wheelbase, 95 inches overall, 900 pounds. Up to 60 miles between charges was promised, the top speed was 18 mph, and the car could be parked in a 4-by-8-foot space. But \$1200 was a steep price to pay for all this, and few people did. A company photograph shows about a dozen Automatic Electrics on the road, how many more than that might have been produced is unknown. "Colonel" E. R. (Teddy) Green is known to have bought one. A reference from 1927 indicates that the Automatic Transportation Company was acquired by the Walker Vehicle Company (producer of electric trucks) that year.



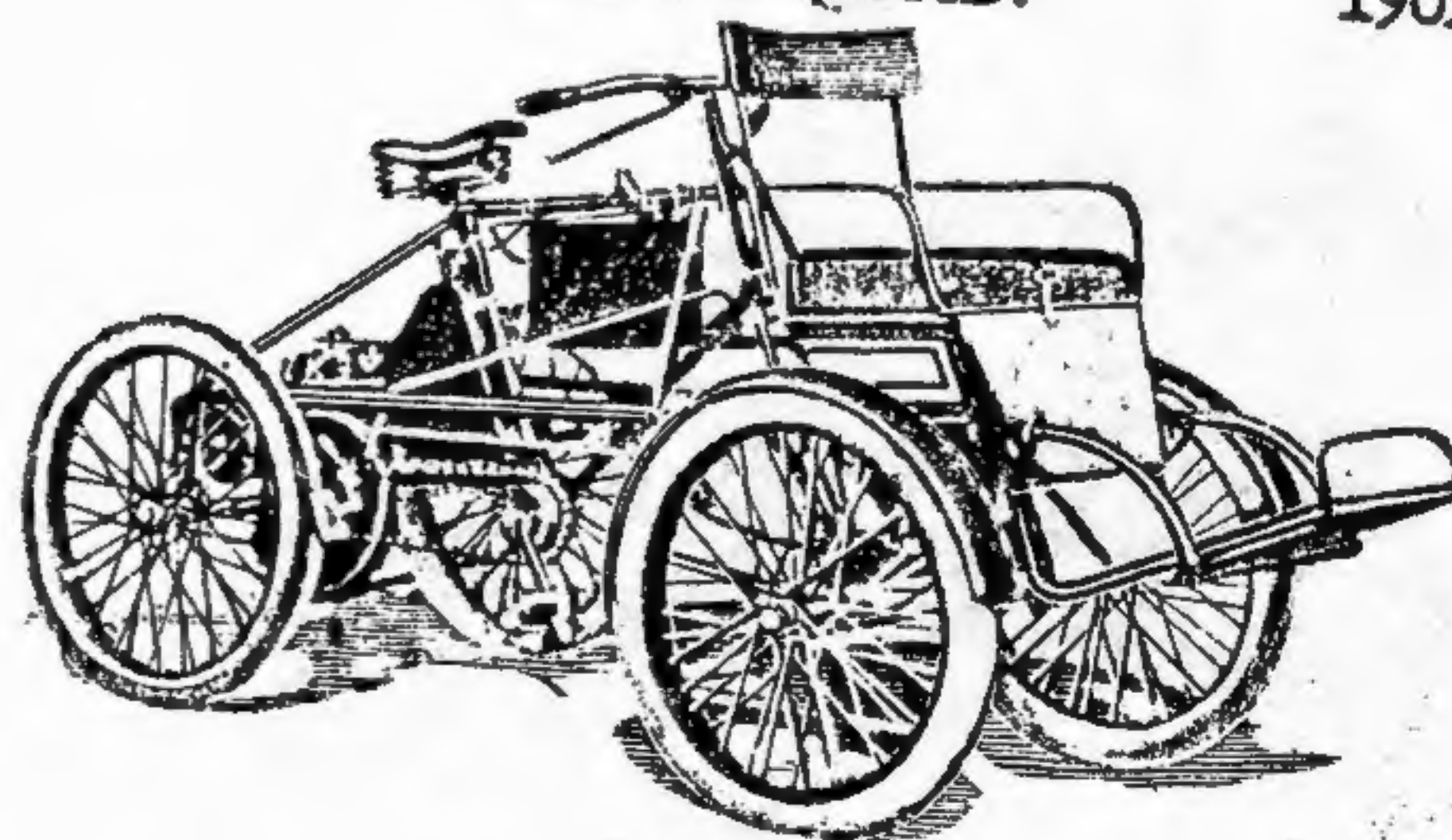
Model No. 4—RACER AND ROADSTER.

AUTO-BI — The Auto-Bi was a motorized bicycle built at the turn of the century by Erwin Ross Thomas of Buffalo, New York. His Buffalo Automobile & Auto-Bi Company also produced the Auto-Two, Auto-Tri and Auto-Quad. Refer to Buffalo.

- No. 3—
1 1/2 H. P. Motor, \$150
- No. 4—
2 1/2 H. P. Motor, \$175
- No. 5—
3 1/2 H. P. Motor, \$200

AUTO-QUAD.

1901



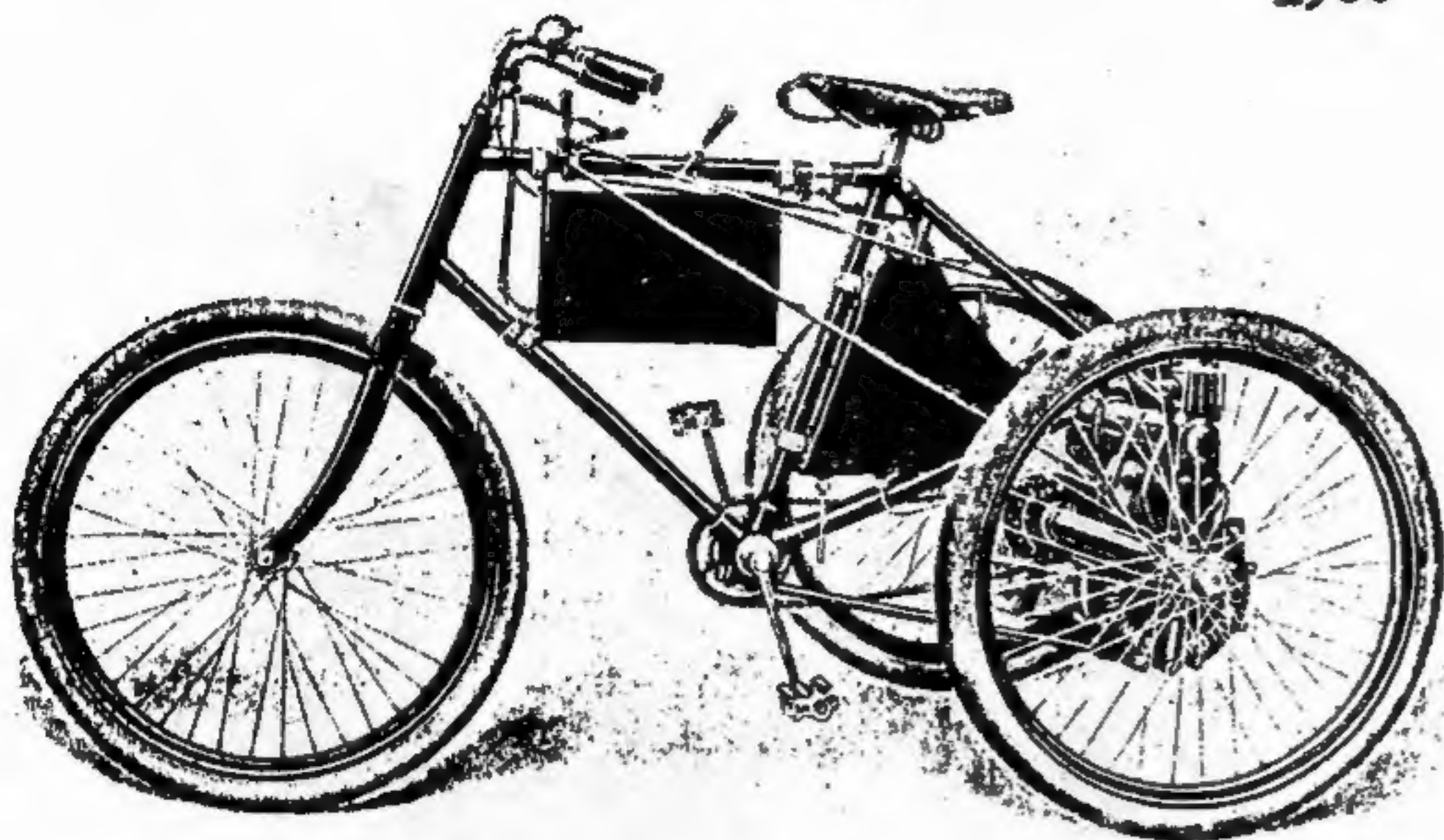
SPECIFICATIONS.

Length over all, 7-ft. 2-in.; width, 40-in.; height, 34-in.; wheels, 26-in.; tangent spokes; steel rims; tires, 2 1/2-in. detachable; motor 3 indicated horse power.

PRICE, \$450.00.

AUTO-TRI.

1900



SPECIFICATIONS.

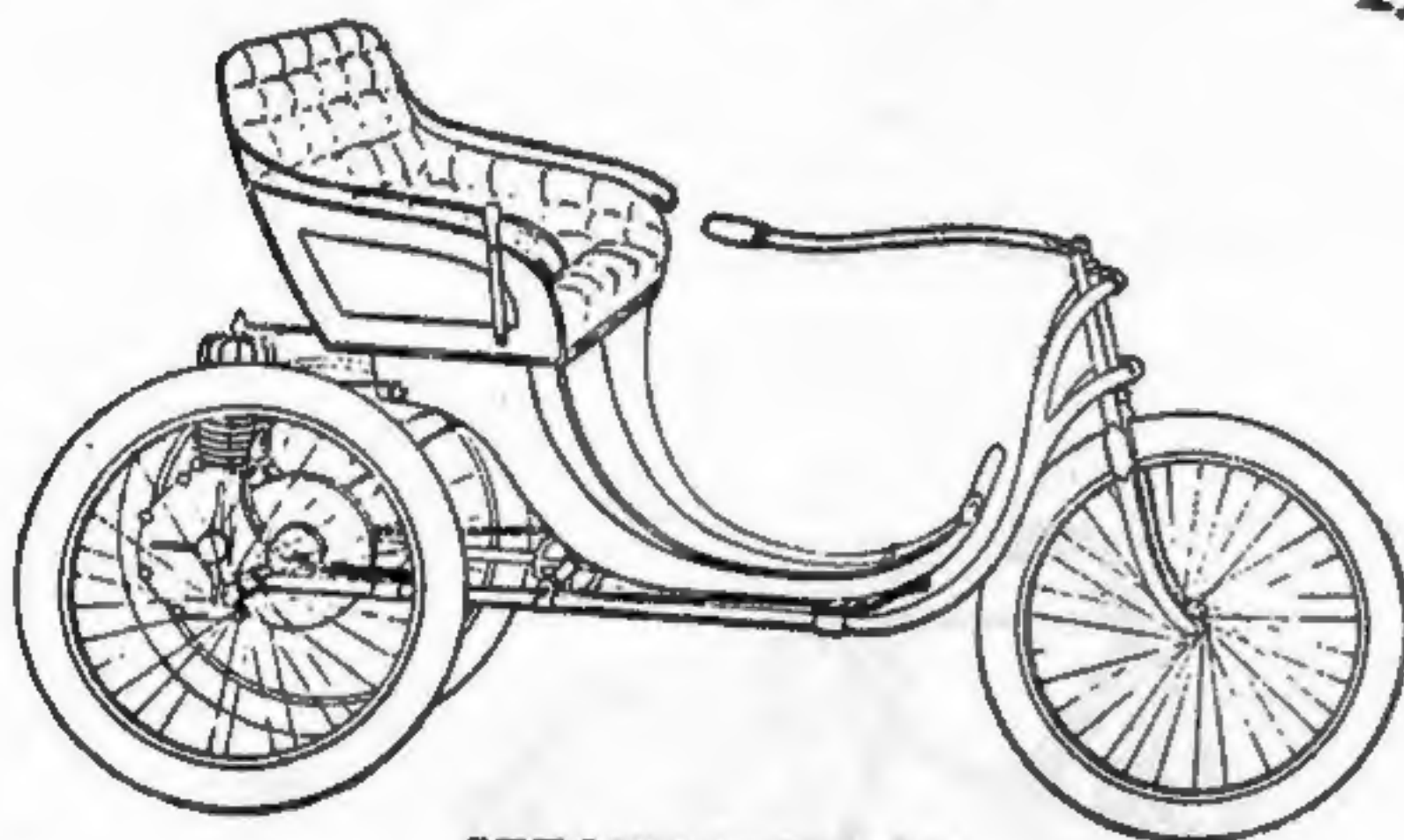
Length over all, 5-ft. 6-in.; width, 40-in.; height, 34-in.; wheels, 26-in.; tangent spokes; steel rims; tires, 2½-in. detachable; motor, 3 indicated horse power; weight, 200-lbs.

PRICE, \$350.00.

The Auto-Tri tricycle was one of three models produced by Erwin Ross Thomas who established his Buffalo Automobile & Auto-Bi Company in Upstate New York at the turn of the century. In 1902 he changed the name of his cars to Buffalo. Refer to Buffalo.

AUTO-TWO.

1900



SPECIFICATIONS.

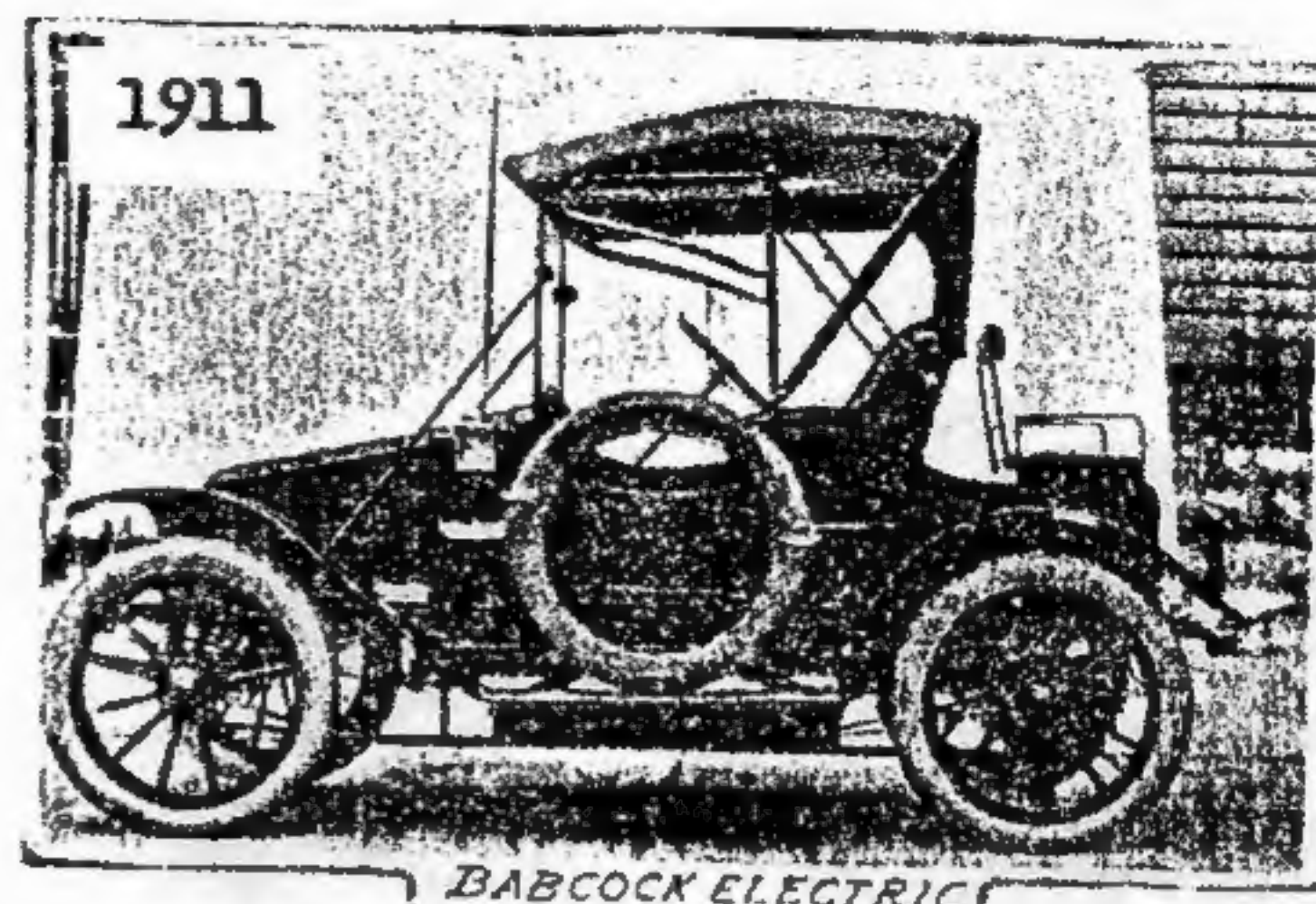
Length over all, 6-ft. 10-in.; width, 40-in.; height, 4-ft. 7-in.; weight, 350-lbs.; Thomas Motor, 3 indicated horse power; seat upholstered in whipcord. Any speed up to 12 miles per hour.

PRICE, \$475.00.

AUTO-TWO — The Auto-Two tricycle was one of three models produced by Erwin Ross Thomas who established his Buffalo Automobile & Auto-Bi Company in Upstate New York at the turn of the century. In 1902 he changed the name of his cars to Buffalo. Refer to Buffalo.

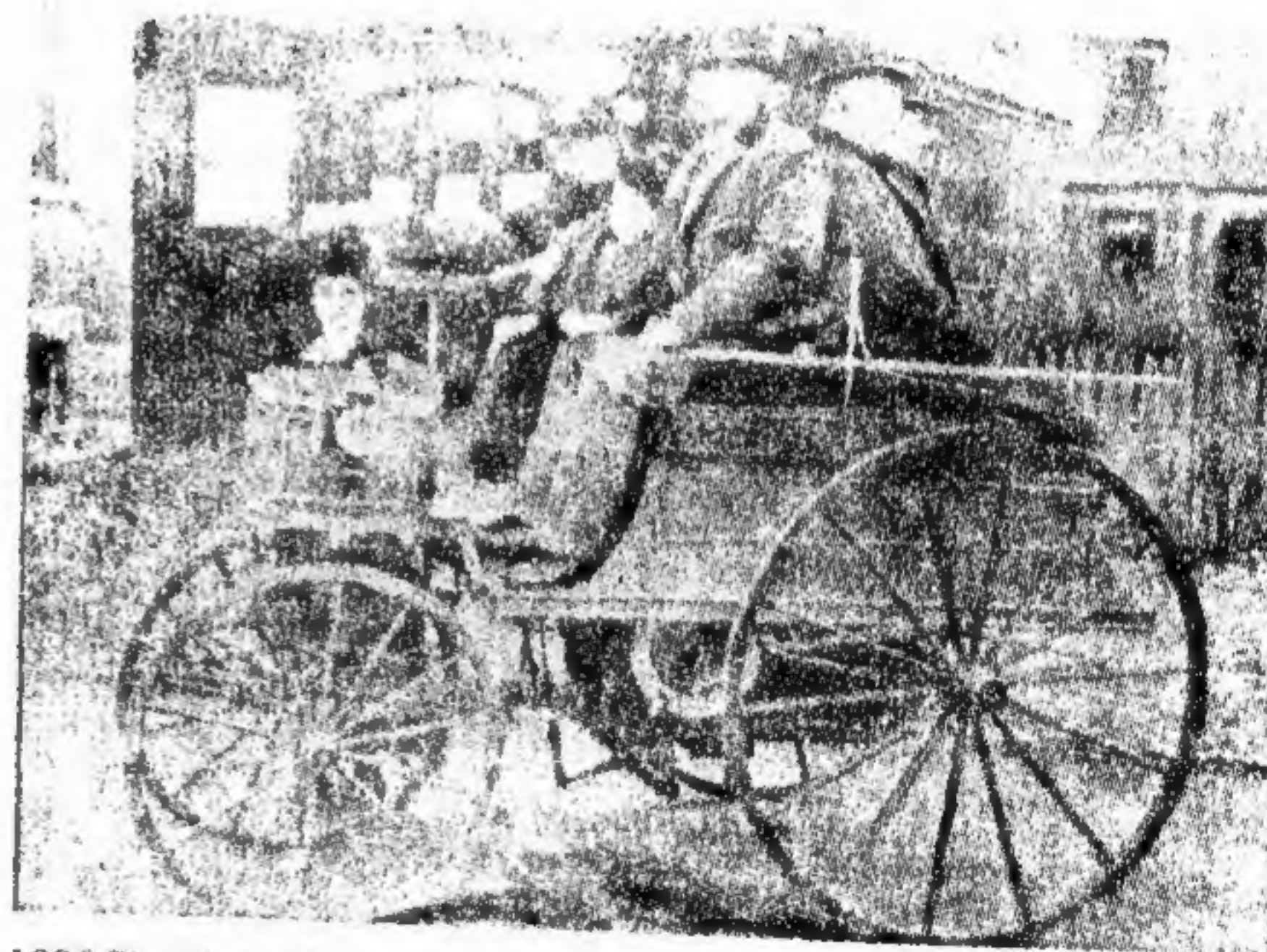


1906 Babcock Special, runabout



BABCOCK ELECTRIC — Buffalo, New York — (1906-1912) — In 1906 Frank A. Babcock took his 1600-pound electric car, fitted with batteries of his own manufacture, from New York to Philadelphia, claiming this 100-mile trip on one charge to be a world's record. The Babcock was said to have a 30 mph top speed and the ability to climb any hill at better than 20 mph. "When you build right, it is right and works right," F.A. Babcock said. Unfortunately, Babcock was not nearly so efficient in managing a business right. He started his Babcock Electric Carriage Company by taking over the plant of the Buffalo Electric Carriage Company which he had also headed and which had built a car called the Buffalo Electric from 1901 to 1906. Subsequently, when Babcock couldn't make a go of it alone, he allied his company with the Clark Motor Company and the Buffalo Automobile Station Company to form the Buffalo Electric Vehicle Company which would build yet another Buffalo from 1912 to 1915. How many Babcocks were built in the factory in the half-dozen years between the two Buffalos is unknown.

After its departure as an active automobile manufacturer, Babcock built bodies for several makes including the Model A Duesenberg, Dodge Brothers and Franklin.



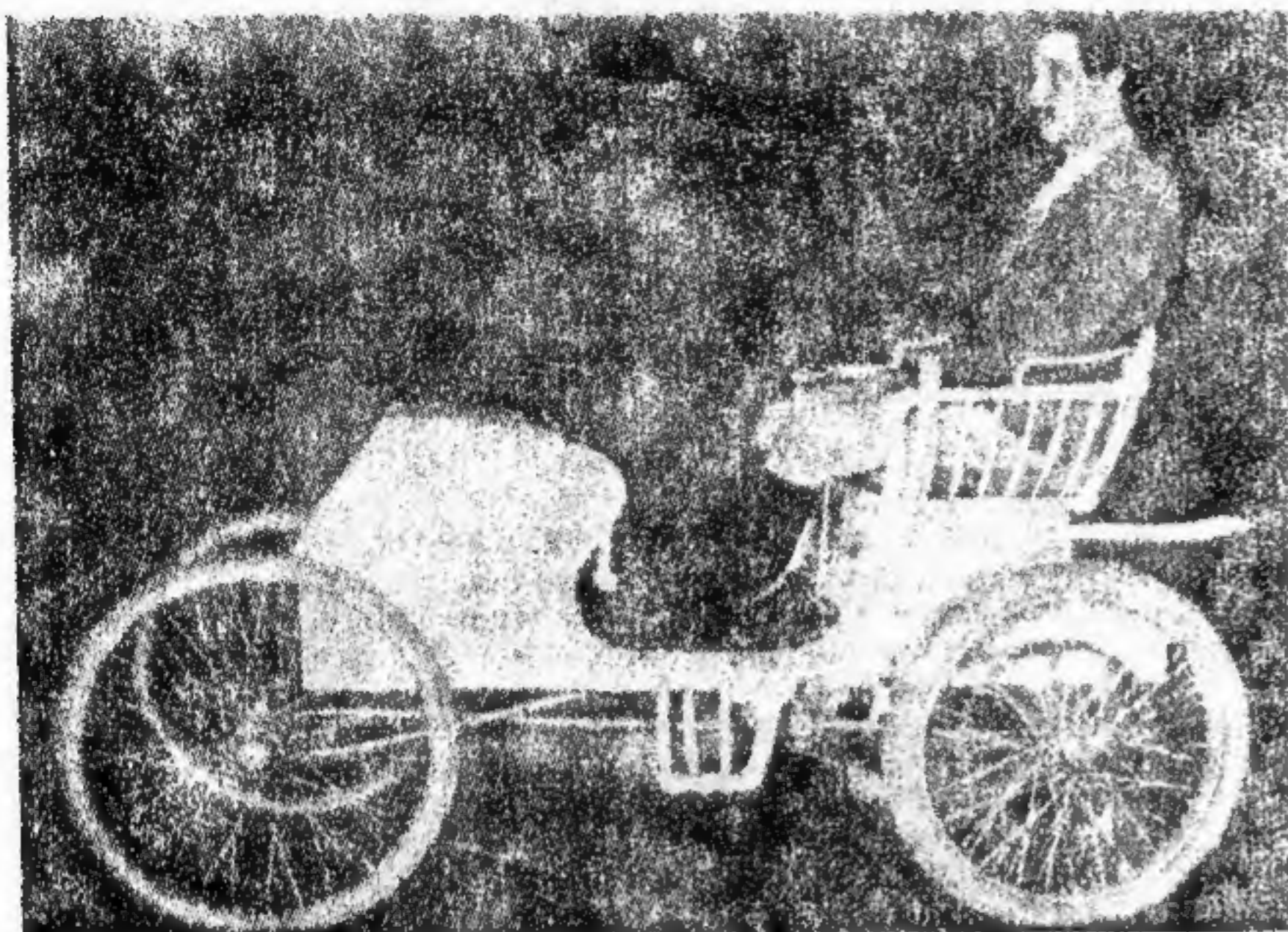
1896 Bird Motor Trap, auto-buggy.

BIRD — Buffalo, New York — (1895-1898) — Henry R. Bird entered a friction-drive, kerosene-fueled car in the Chicago Times-Herald Contest of 1895. Returning to New York after his Thanksgiving weekend in the Windy City, he finished his second car, which was a wagonette with dos-a-dos seats, weighed 750 pounds and was claimed to have a speed of 30 mph, which would have been flying. Early in 1896 Henry Bird was at work on his third vehicle, which he said would be lighter and faster yet. It was in 1896, too, that announcement was made of the impending formation of a corporation for manufacture. Since references indicate only four vehicles ever being built, it would appear the Bird company never got off the ground.

Dates also given as 1895-1897

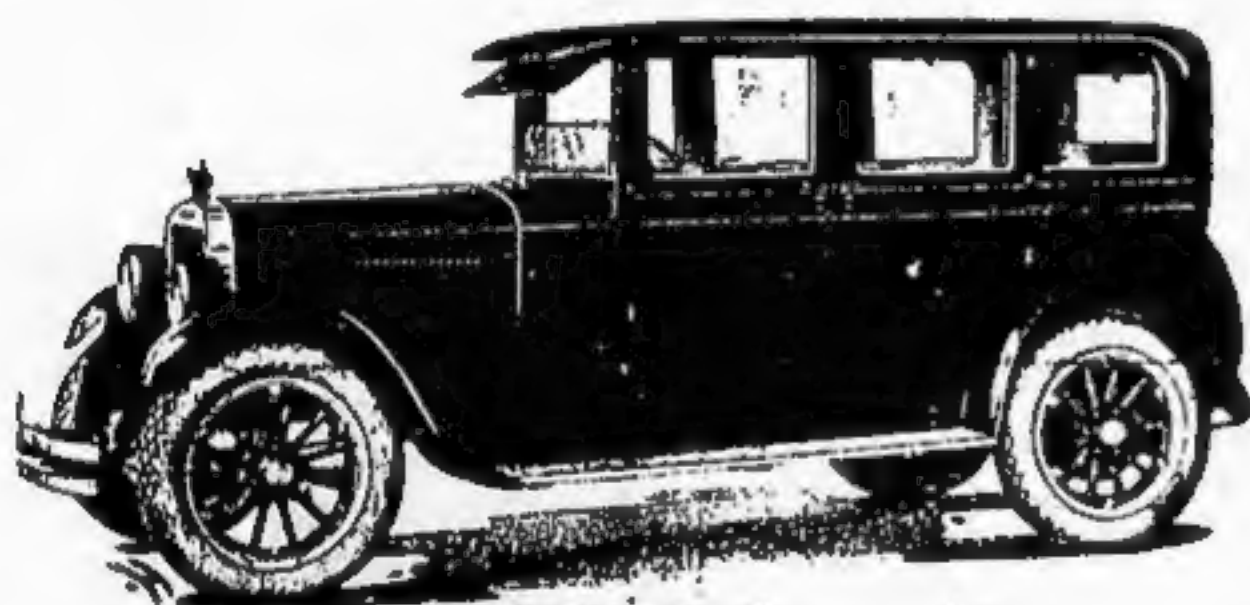
BISON — Buffalo, New York — (1904) — A Bison from Buffalo was kind of a cute idea, but there is no evidence that more than a prototype was ever built. The Bison Motor Company was organized early in 1904 by Frank I. Alliger, the mayor of Tonawanda, and Frederick Wende and William A. Lutz of Buffalo. The firm's capital stock was only \$25,000, which seemed hardly sufficient for the grand plans of manufacturing steam,

electric and gasoline motors, automobiles and auto boats. The Bison was extinct by year's end.



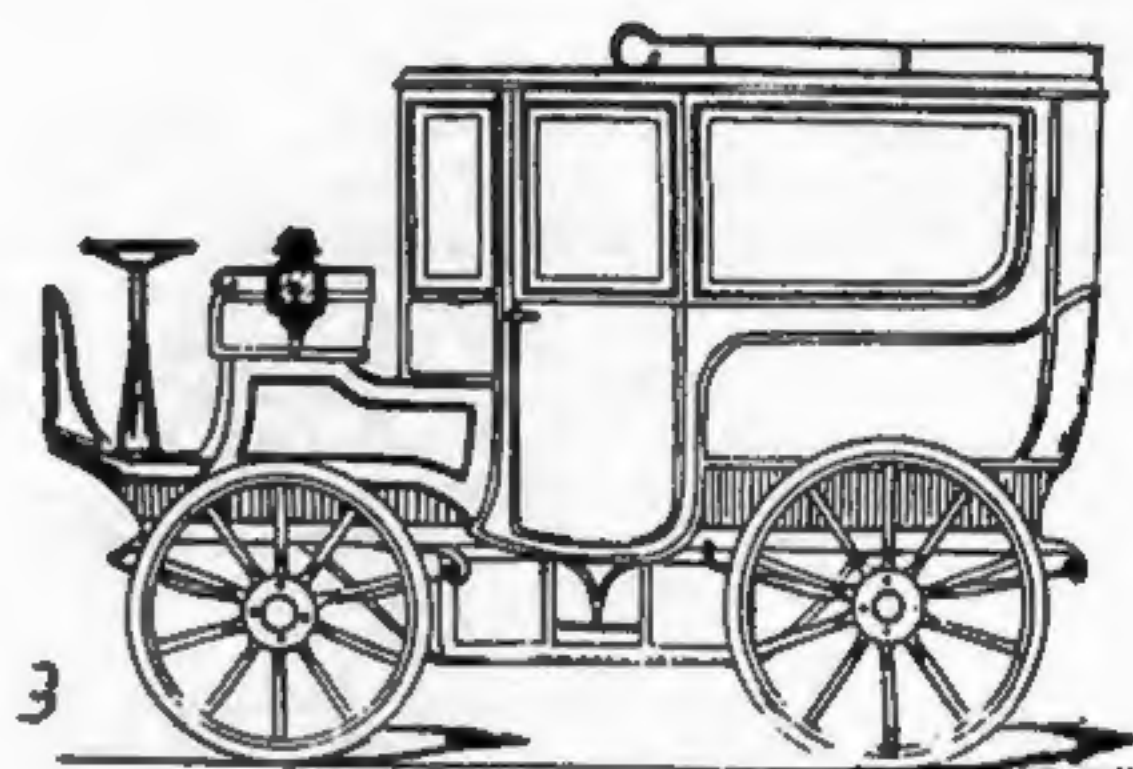
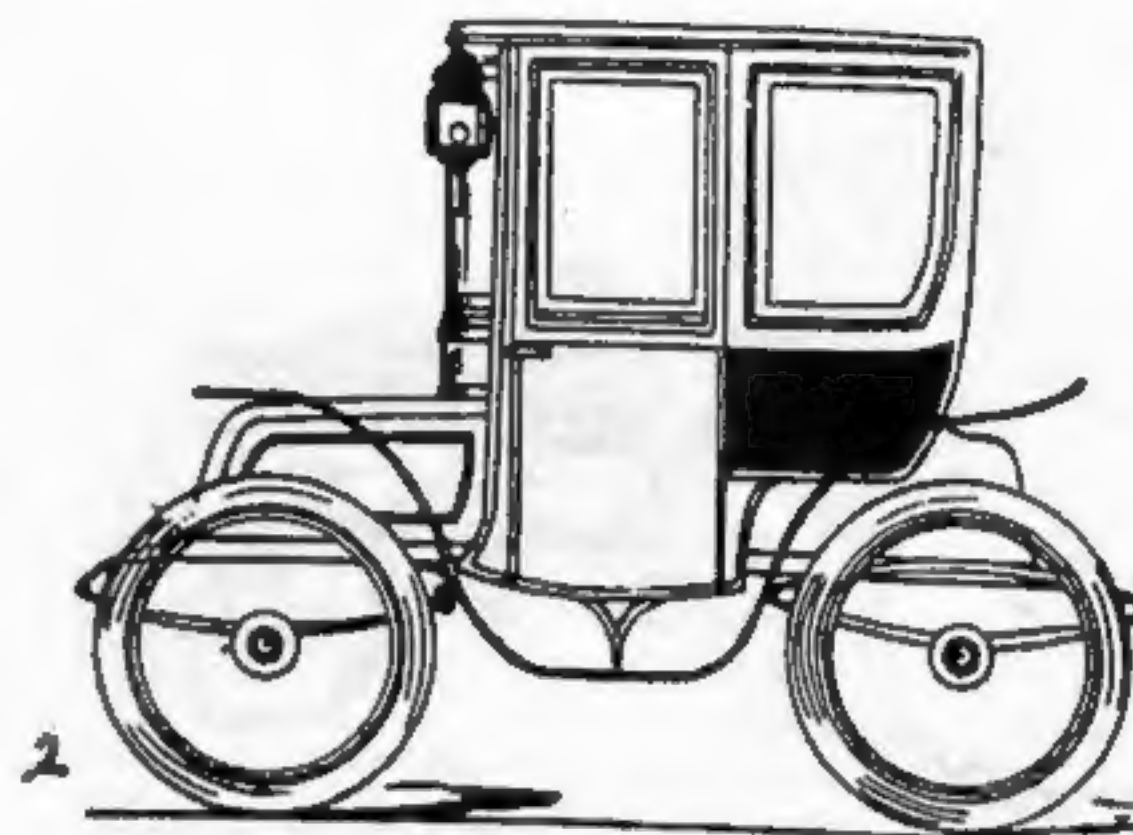
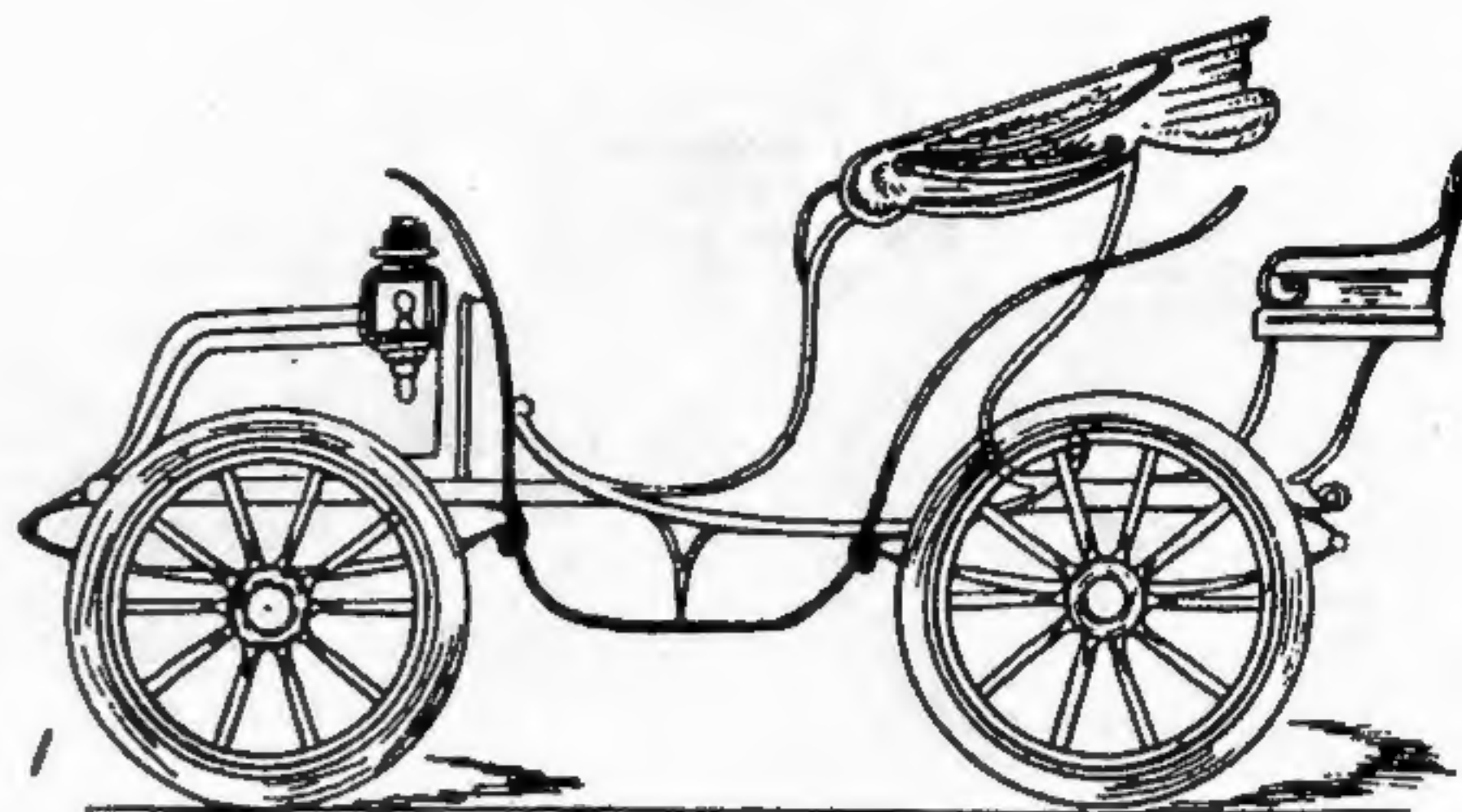
1901 Bowen Gasoline Carriage, auto-buggy

BOWEN — Buffalo, New York — (1901) — In two summer issues of 1901, *The Horseless Age* described and pictured the experimental vehicle built in Buffalo by George B. Bowen. The picture perhaps was worth a thousand words; the little gasoline runabout looked rather like an overgrown baby buggy. Bowen said he had driven the vehicle about 2000 miles, and provided the magazine sufficient descriptive material for a lengthy two articles. But at the end of the final one, the editors noted cryptically, "nothing is said about speed changing devices; without any variable gear we should think the carriage would not be able to go far."



BROOKS — Buffalo, New York — (1927) — Oland J. Brooks was an American who trekked to Stratford, Ontario for his automotive venture. There, in 1923, he established Brooks Steam Motors Ltd. and began production of Canada's most popular steam car. The Brooks also sold well in the United States during this period, and indeed was outsold only by the venerable Stanley. As the Twenties waned, however, Oland Brooks found himself in financial difficulty and his company was in receivership by 1927. Brooks did return to Buffalo at that time to try again, but whether any of his steam cars were produced there remains in question. Inconclusive references indicate that a few were. In 1929 the last Brooks cars were auctioned off at prices as low as \$150. In 1931 the Ontario factory was put up for sale following what the press called a "maze of legal entanglement" for four years.

BRUNN — Buffalo, New York — (1906 et seq.) — The Brunn Carriage Manufacturing Company had been founded in the middle of the Nineteenth Century by Henry Brunn. In 1906 the firm entered automotive ranks with an electric, which was marketed for the company by James MacNaughton, also of Buffalo. Brunn catalogued the car in 1906 only, but continued to build vehicles on custom order until as late as 1911. A 1910 car is known to have been built as the Clark Electric. The firm's automotive activity was modest, however. Henry Brunn was an ardent carriage man, and his company largely devoted its efforts to the horsedrawn trade. The famous coachbuilding house of Brunn & Company in Buffalo was established in 1908 by Henry's nephew Hermann A. Brunn, who had apprenticed in his uncle's factory.



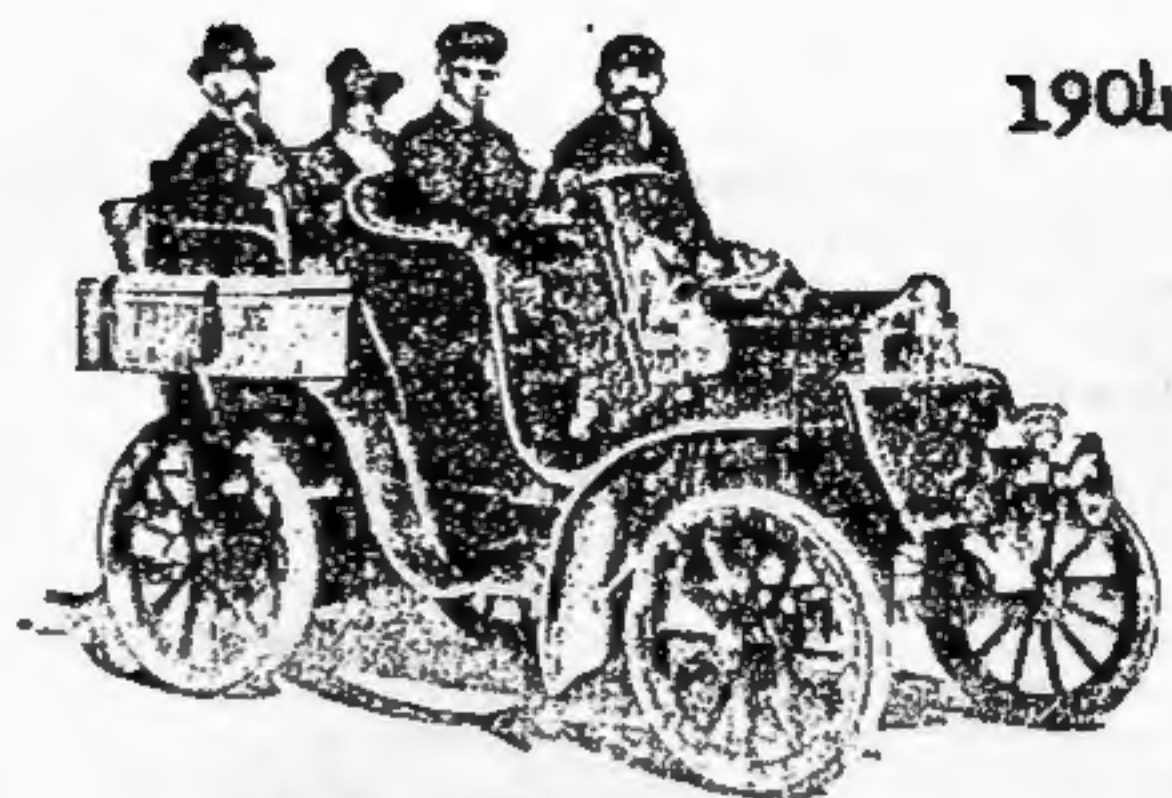
BRUNN ELECTRIC (1906-1911)

Manufacturer: Brunn's Carriage Manufactory, 1140 Main St., Buffalo, NY.
Distributor: James MacNaughton Motor Car Co., 649 Main St., Buffalo, NY.

- ① 1. **Phaeton Stanhope.**
Westinghouse motor and controller, steering wheel, four semi-elliptical leaf springs, direct propeller shaft drive (Vreugener patent). Exide batteries.
Top Speed: 18 mph. Mileage: 50 mi. between charges.
Price: \$2500 (1906) \$1500 and \$1500 (1911)
- ② 2. **Inside-driven Coupe**
Same equipment as Phaeton Stanhope.
Top Speed: 18 mph. Mileage: 50 mi. between charges.
Price: \$2500 (1906) \$2000 (1911)
- ③ 3. **Station Wagon.** h-speed
Two Westinghouse motors and one Westinghouse controller, steering wheel, four semi-elliptical leaf springs, double chain drive, 38-inch wheels, solid rubber tires, 42 cells of National Batteries. Electric brakes.
Top Speed: 15 mph. Mileage: 40 mi. between charges.
Price: \$3500 (1906) \$5000 (1907)

BRUNNER — Buffalo, New York — (1910) — The Brunner Motor Car Company marketed a two-cylinder 10 hp vehicle with shaft drive, planetary transmission, and solid tires on 36- and 38-inch wheels front and rear. Although a light delivery was most often advertised, a touring car was also available on the same 90-inch chassis. A distinguishing characteristic of the Brunner was the fitting of a muffler for each cylinder. B.S. Morden, A.L. Dixon and C.P. Miller were the principals behind the Brunner company which had been incorporated in November 1909 with a capital stock of \$14,000. The Brunner venture was short-lived.

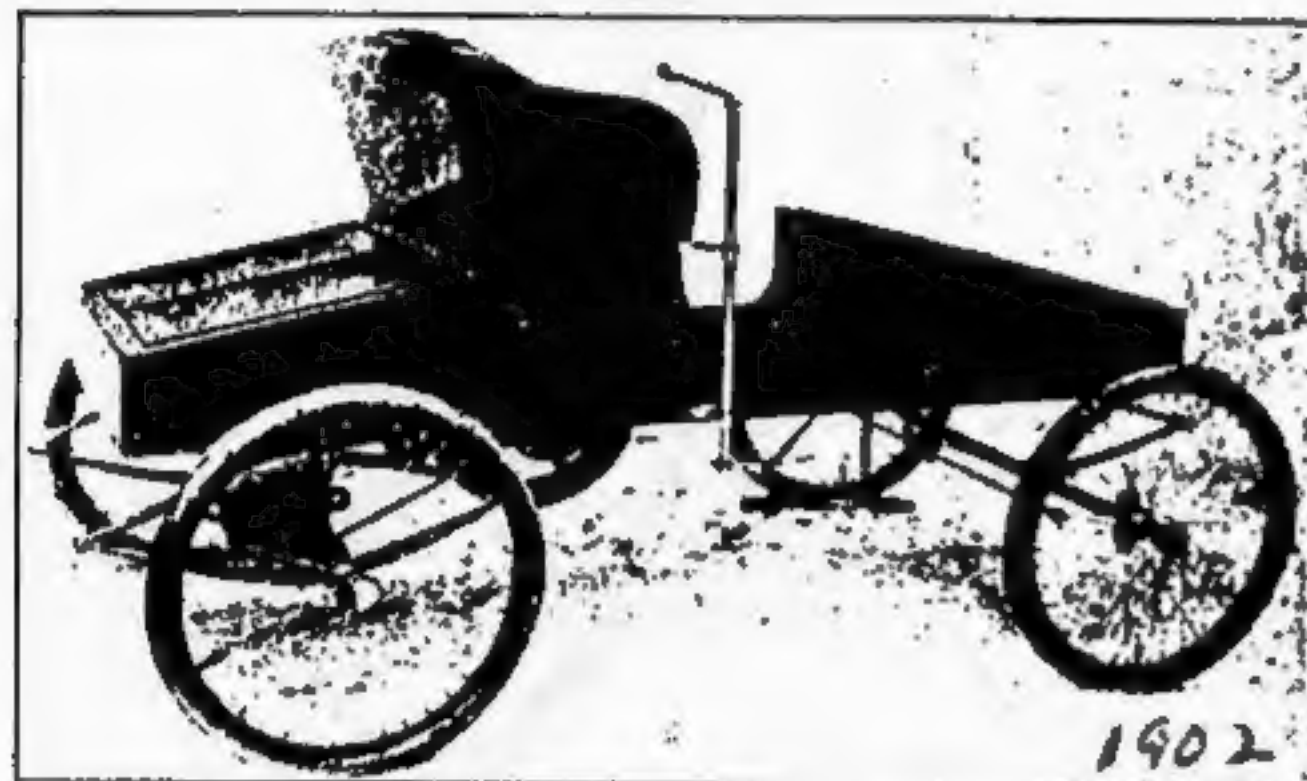
BUFFALO — Buffalo, New York — (1899) — During the summer of 1899 the Buffalo Cycle Supply Company burned to the ground but by early fall had relocated into new premises at 895 Washington Street. And by September too, the firm had completed the prototype of its new automobile which Buffalo manager John W. Frey made available for a trial spin by an obviously enthusiastic reporter from *The Motor Vehicle Review*. "The vehicle is very springy and adaptable for easy riding," the reporter wrote. "There is very little vibration, no smoke, no odor, it is positively noiseless, is of hydro-carbon motive power, and it will run 20 hours without recharging at a cost of 1 1/2¢ per hour." Obviously this fellow needed a little counseling in proper automobile terminology. The Buffalo's engine was a one-lunger of just two horsepower, but in light runabout trim (its weight was 700 pounds, the same figure being its projected price tag) the car was good for up to 30 mph. The Buffalo Cycle Supply Company also held numerous patents on automobile components, this factor also contributing to the reporter's conclusion that "without delay" the Buffalo firm would become among the "most important factors in the industry." This did not happen, of course, nor does it seem the Buffalo saw any meaningful production.



1904

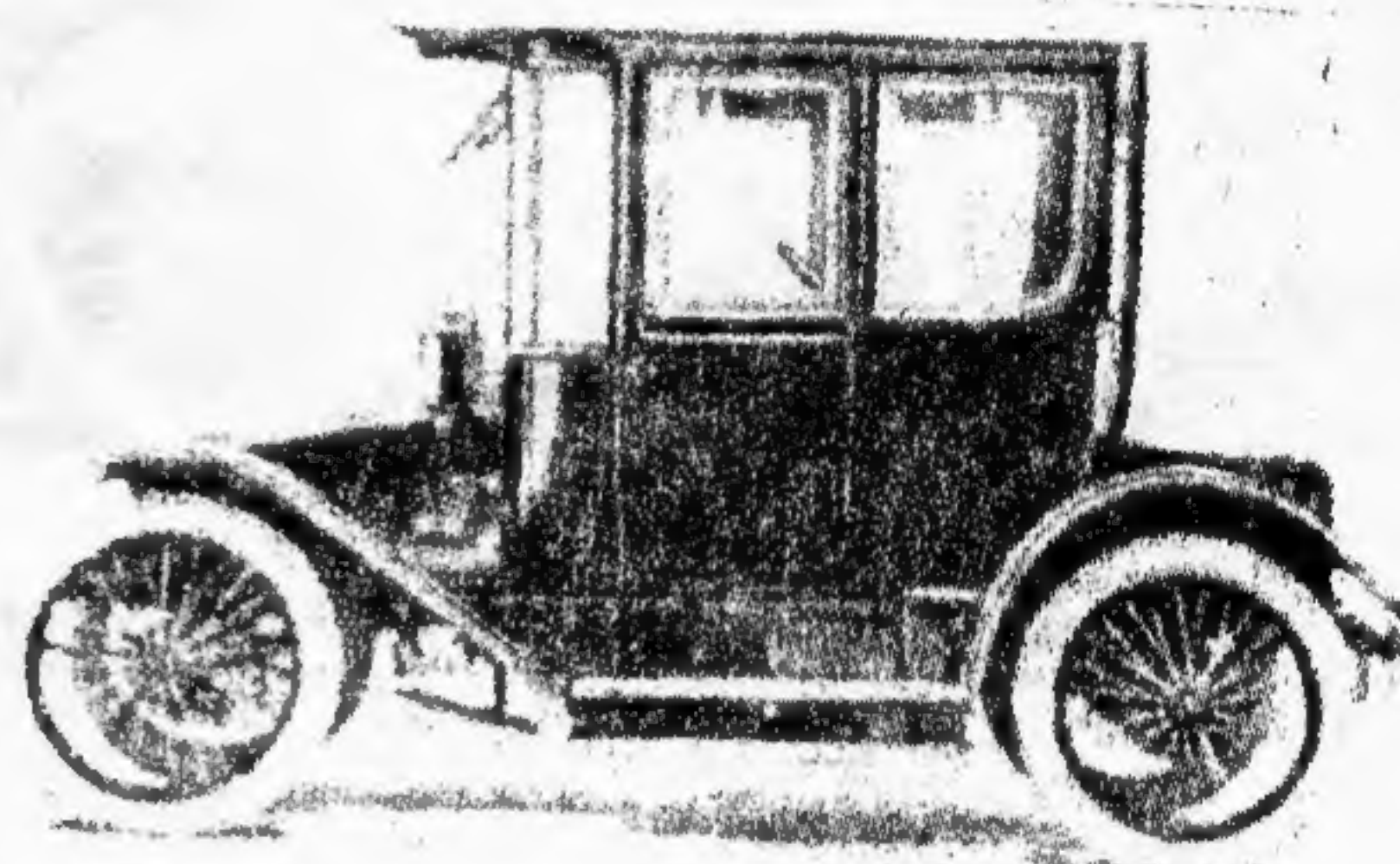
BUFFALO 1904 TONNEAU.

Two electric motors, 5-h.p. each, mounted on rear axle; 40-cell pasted plate battery; wheelbase, 84 inches; standard tread; weight, 3,600 pounds; seats 4 persons; price, \$5,000.—Buffalo Electric Carriage Co., Buffalo, N. Y.



Model No. 7—BUFFALO, Sr.

BUFFALO — Buffalo, New York — (1900-1902) — The Buffalo Automobile & Auto-Bi Company was the idea of a peripatetic bicycle manufacturer and gasoline engine builder by the name of Erwin Ross Thomas. The firm was established at the turn of the century. Auto-Bi referred to Thomas' motorized bicycles; when he began experimenting with motorized vehicles somewhat more sophisticated, he initially termed the results by such varying model designations as Auto-Two, Auto-Tri and Auto-Quad. These vehicles, basically bicycle based, were produced in very small numbers for the local citizenry. E.R. Thomas did not proceed into proper manufacture until 1902, and at that time he elected to call his new improved product a Buffalo. His company produced the Buffalo Junior at \$650, the Buffalo Senior at \$800 and the larger Buffalo Tonneau — "the only automobile suitable for family use" and sometimes referred to as the Buffalobile — at \$1000. These cars were distinguished by their use of three-speed sliding gear transmissions and roller bearing axles, at a time when two-speed planetary drive and plain-bearing axles were the norm. The cars became more distinguished yet after Erwin Thomas decided to rename the marque after himself in 1903. Among the vehicles to follow was the famous Thomas Flyer which won the epic New York to Paris race of 1908. Conceivably, E.R. Thomas had delayed putting his own name on his cars until he was sure of their merit.



1914 Buffalo Electric, model 30, coupe.

Other cars which bore the Buffalo name include: (a) experimental cars by the Buffalo Gasoline Motor Co, who made engines for the later Selden cars; (b) the 1908 de Schaum. There were also several firms making petrol and electric commercial vehicles under the name Buffalo.

BUFFALO — Buffalo, New York — (1901-1902) — The Buffalo Gasoline Motor Company was incorporated in 1899 with \$25,000 capital stock by Louis Langen, L. Belle Conrad and Louis A. Fisher. Gasoline engines, logi-

cally, were the firm's products. In 1901 the company fitted a few of its four-cylinder 7 hp units to chassis designed in-house and put the result on the market, leaving bodies, gasoline and water tanks to be added by the purchasers. Inconclusive references indicate a further foray by this company, into manufacture of complete vehicles this time, during 1902, but it ended equally as dismally as the bodyless Buffalo did in 1901. Among the reasons was the lawsuit brought by the Electric Vehicle Company early in 1903 for infringement of the Selden patent, litigation which resulted in the Buffalo company acquiring the requisite license from the Association of Licensed Automobile Manufacturers but ultimately deciding it wiser simply to forgo car building instead. The Buffalo Gasoline Motor Company did prosper awhile in the engine-building business. When the firm relocated into larger quarters in 1903, *The Motor World* enthused that "this move is eloquent of the prosperity the company have (sic) enjoyed and a lasting testimonial to the worth of their product, the famous Buffalo gasoline motors." Ironically, the Buffalo Gasoline Motor Company did ultimately move into a sustained automobile manufacture late in 1906 when, following negotiations with none other than George B. Selden himself, the firm's name was changed to Selden Motor Vehicle Company. That the company had become "Seldenized" was the way *The Motor World* put it. All of the subsequent cars would, of course, be called Seldens.

BUFFALO

1912-1915

Buffalo Electric Vehicle Co, Buffalo, N. Y.

This car was merely a revival of the Buffalo (ii) and the immediate successor the Babcock (i), and was formed from Clark Motor Co, Buffalo Automobile Station Co, and Babcock (i).

BUFFALOMOBILE — Occasionally the car produced in 1902 by the Buffalo Automobile & Auto-Bi Company was called the Buffalobile. More frequently, it was simply the Buffalo. Refer to Buffalo.

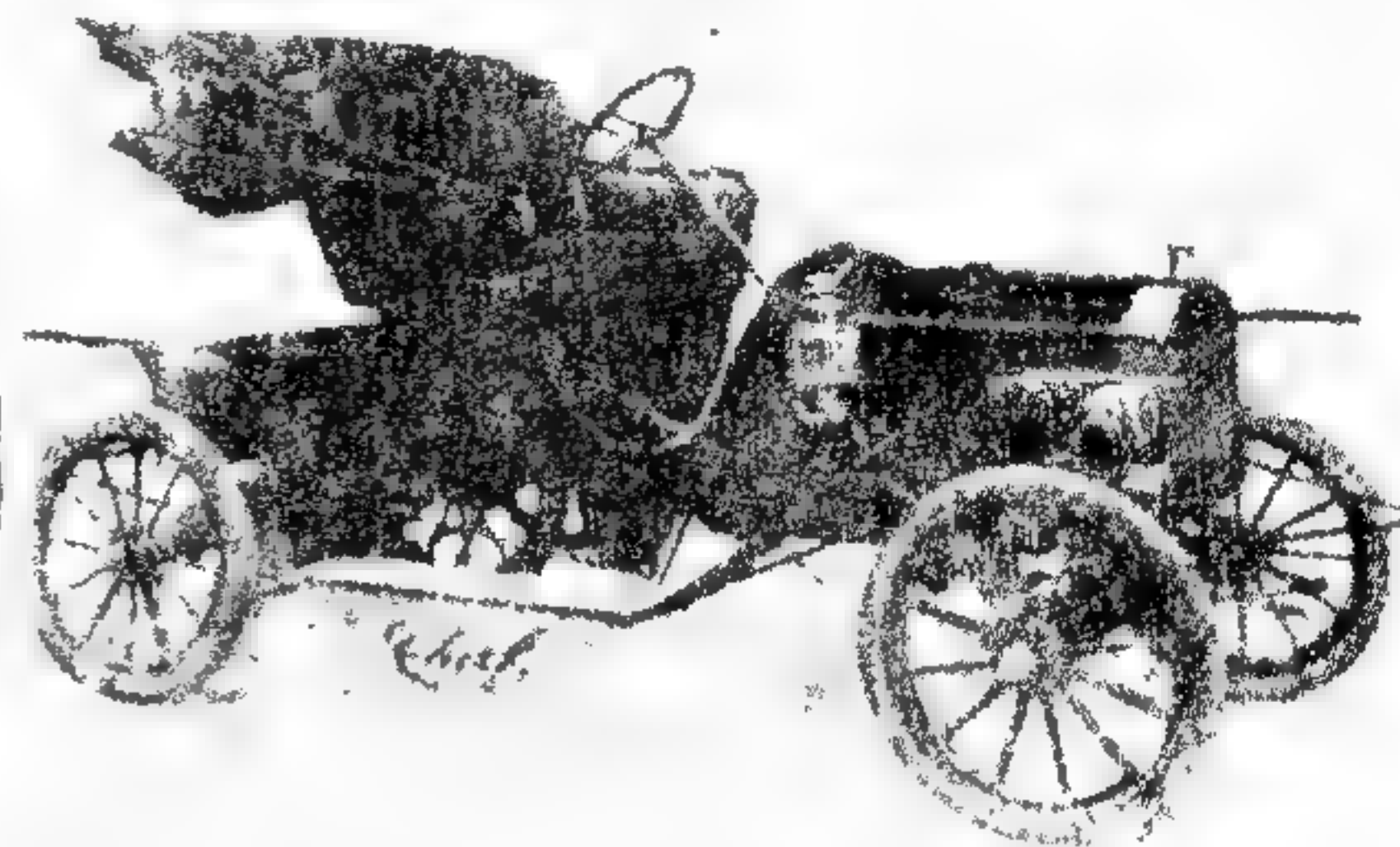
BUFFALO-ROCHESTER ELECTRIC — Buffalo, New York — (1899-1900)

— Although the Buffalo-Rochester Electric Power and Auto Company is frequently cited as having manufactured an automobile at the turn of the century, this does not appear to have been so. The company was organized late in 1899 with a formidable capital stock of \$5,000,000, its headquarters to be in Rochester and a factory in Buffalo, New York. Manufacture of automobiles was never envisioned, the purpose of the organization being, according to *The Autobain*, "to get possession of all the valuable patents along this line possible, develop the claims to public recognition and then sell them to others." The company was not at all successful in this, but conceivably a prototype or two might have been built before the venture failed.



1903 Centaur, Electric, runabout, WLB

CENTAUR — Buffalo, New York — (1902-1903) — The Centaur Motor Vehicle Company at 642 Linwood Avenue in Buffalo was incorporated for \$100,000 in the spring of 1902 for the manufacture of both gasoline and electric vehicles. The former cars were offered as 5 and 6 hp runabouts and light tourers, while the electrics were said to be capable of 15 mph and 60 miles on a single charge. There was little doubt as to the Centaur preference among its products: "The Shrewdest Dealers are pushing electrics," one company trade press ad read, "and will be established when the Boom comes for the pleasure vehicle." Despite what seemed to be a healthy advertising budget, the company failed to make a marketable proposition of its cars. Press reports from early 1904 that Centaur had sold out totally to Towanda Motor Vehicle Company were in error. Instead, following the discontinuation of its own car, Centaur continued in business as an agency for Cadillacs and Yales, and as a general garage. Behind the Centaur venture were J.C. Eccleston (formerly of the William Hengerer Company in Buffalo), H.C. Wilcox (of the American Wood Rim Company) and Fisher Atherton (formerly of the Buffalo Cycle Manufacturing Company).



1908 Chief, runabout.

CHIEF — Buffalo, New York — (1908) — The Chief from Buffalo was a small two-stroke, water-cooled runabout with friction transmission, center chain drive and right-hand wheel steer. It was totally akin to dozens of other runabouts being manufactured during this period in the East, and the Chief Manufacturing Company was akin as well in not long surviving in the industry.



CHEVROLET

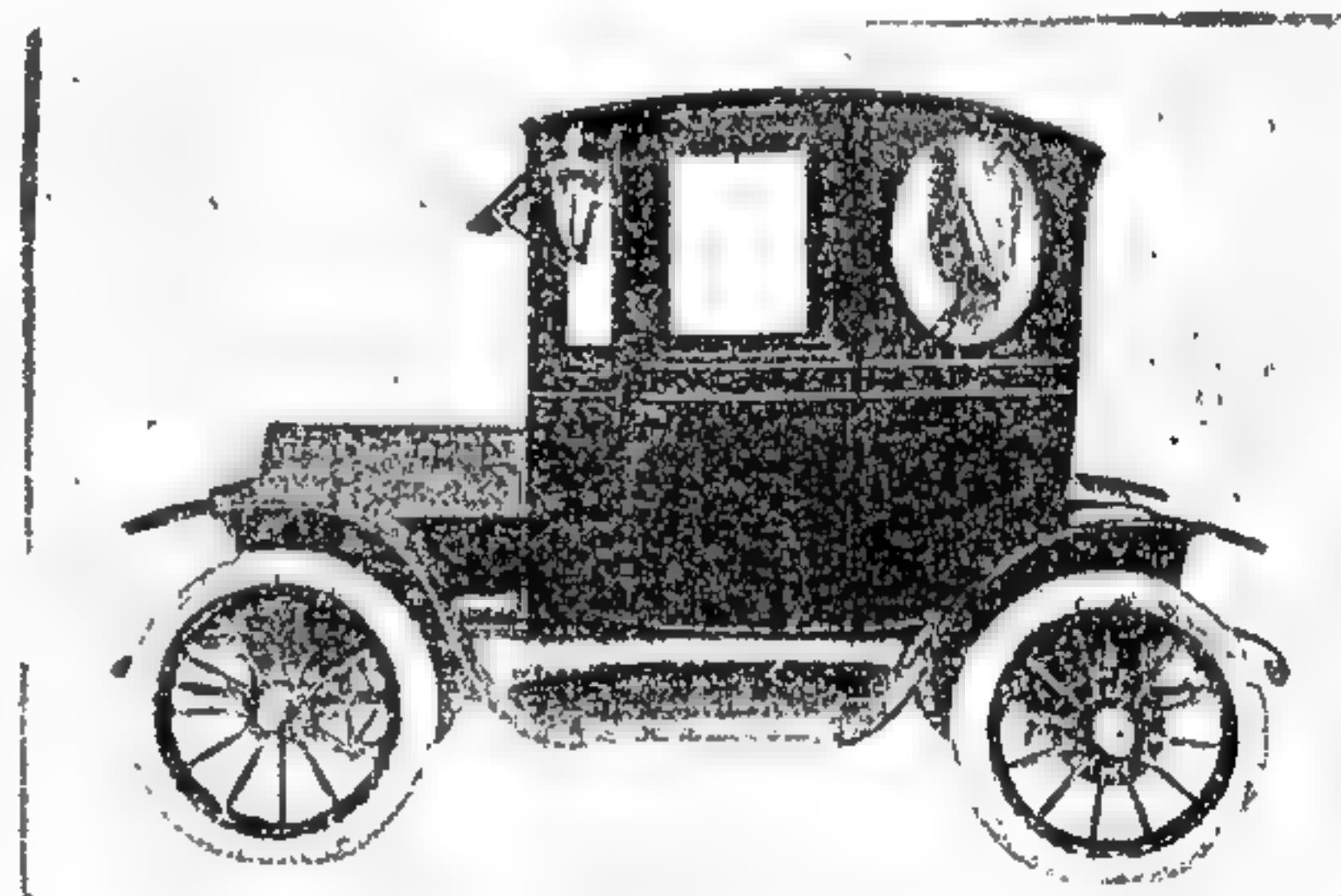
In 1922 Big Bill Knudsen, who was then with General Motors, selected a 50-acre site on East Delavan Avenue for the construction of a combined assembly plant for Chevrolet and body fabrication facility for GM's Fisher Body Division.

The first Chevrolet rolled out of the Buffalo assembly plant on Aug. 13, 1923. The plant had 400 employees. Production subsequently climbed to 8,000

units monthly and the work force increased to 1,800. The car assembly operations ceased on July 31, 1941, when the plant was converted to defense production.

* * *

AFTER PRODUCING components for aircraft engines from 1942 through 1945, the plant was reconverted to commercial work in the spring of 1946. However, instead of reopening as an assembly plant, the facility was retooled to turn out automobile axles and brake and clutch pedals.

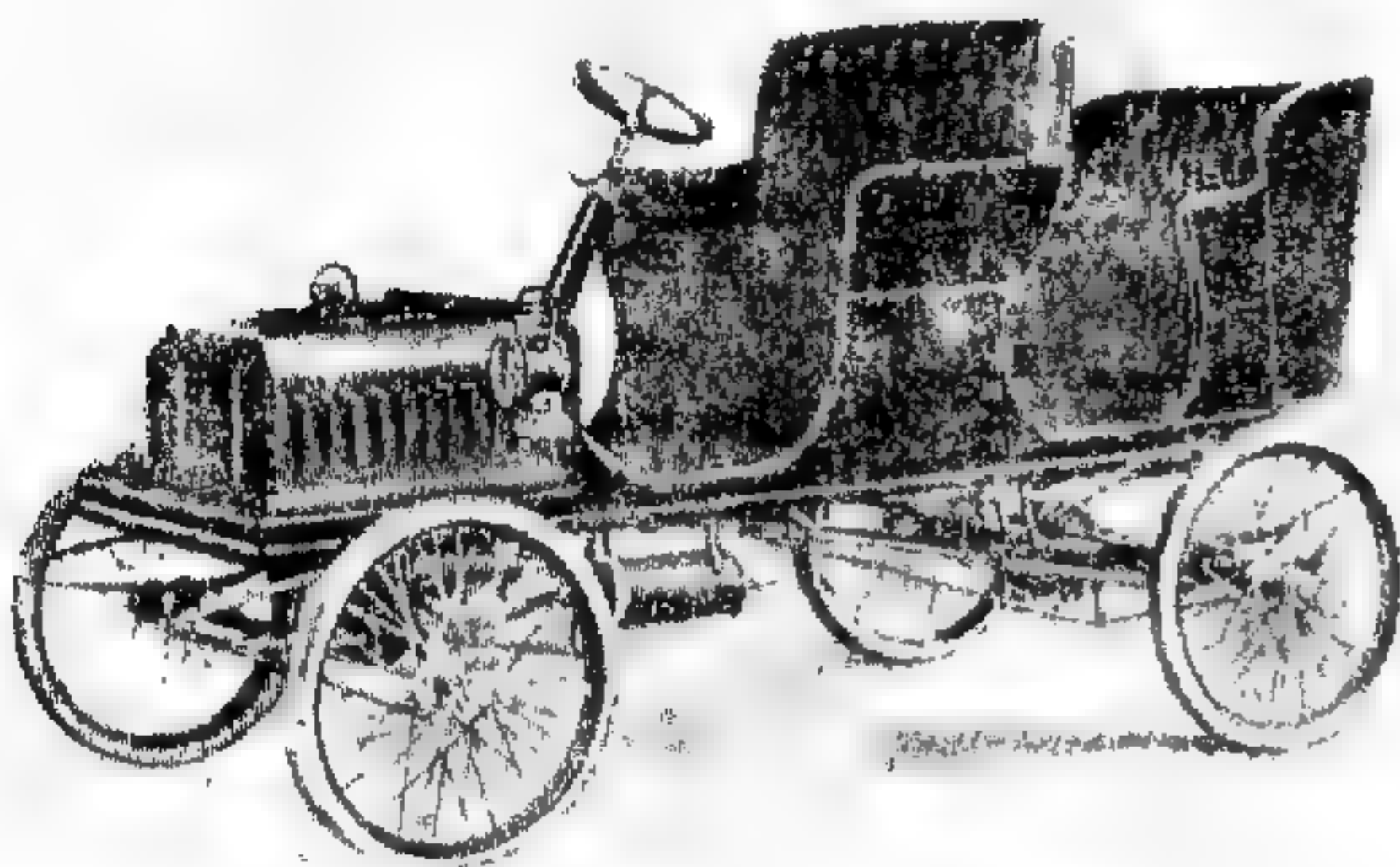


A CLARK ELECTRIC CAR

CLARK ELECTRIC — Buffalo, New York — (1910-1911) — During the spring of 1910 the Clark Motor Company was organized with a capital stock of \$50,000 in Buffalo. The incorporators included Stanley B. DeLong, John W. Van Allen and Henry J. Rente. The firm was said to have been "financed entirely by Buffalonians," but the Clark for whom it was named was probably Albert F., whose most recent automotive adventure had been in Toledo. In addition to the Clark patents for electric cars, this new enterprise had also secured rights to patents of William Van Wagoner, whose experience in the automobile field dated back to the turn of the century in Syracuse. That the Clark Motor Company ever moved into viable production of electric cars and trucks is to be doubted, but it is known that pilot models of both had been assembled by June 1911 in a rented factory at 1738 Elmwood Avenue in Buffalo before this venture went under.

The Clark Motor Company of Buffalo, New York was one of the firms consolidated into the Buffalo Electric Vehicle Company which produced the Buffalo Electric from 1912-1915. No cars were sold under the Clark name.

COMET — Buffalo, New York — (1913-1914) — The Comet from Buffalo was a 25 hp four available as a \$750 roadster and a \$950 touring car — and was produced by the Continental Motors Corporation. This venture had been incorporated in Buffalo on September 7th, 1912 by Gordon L. Matthews, Frank V. Whyland, Allen E. Choate, Walter F. Schmiding and Reverdy L. Hurd. Of this quintet, Frank Whyland is known to have had previous automobile experience, with the Whyland-Nelson and Whyland cars, both ventures which proved as quickly futile as the Comet would.



1902 Conrad, runabout

CONRAD — Buffalo, New York — (1900-1903) — The Conrad Motor Carriage Company began business in Buffalo building light, tiller-steered and chain driven steam cars. In 1902 it added a brace of two-cylinder gasoline models, a runabout at \$750 and a \$1250 touring car which was not pictured in the catalog "owing to the inability of the engraver to complete his work in time." Sadly, that catalog for the 1903 line illustrates the probable reason for the quick demise of the firm. In its list of officers, a heavy black line through one name was accompanied by an asterisk which footnoted: "The office of the President, made vacant by the death of Mr. Schuyler L. Fisher, will be filled at the next annual meeting of the Company." But at the next annual meeting of the company six months later, the main order of business was its dissolution. In 1904 there was a brief attempt to revive the car as the Lackawanna.

The Continental Motors Corporation of Buffalo, New York produced a car in 1914 that was marketed under the tradename of Comet. Refer to Comet



1908 De Schaum, highwheeler,

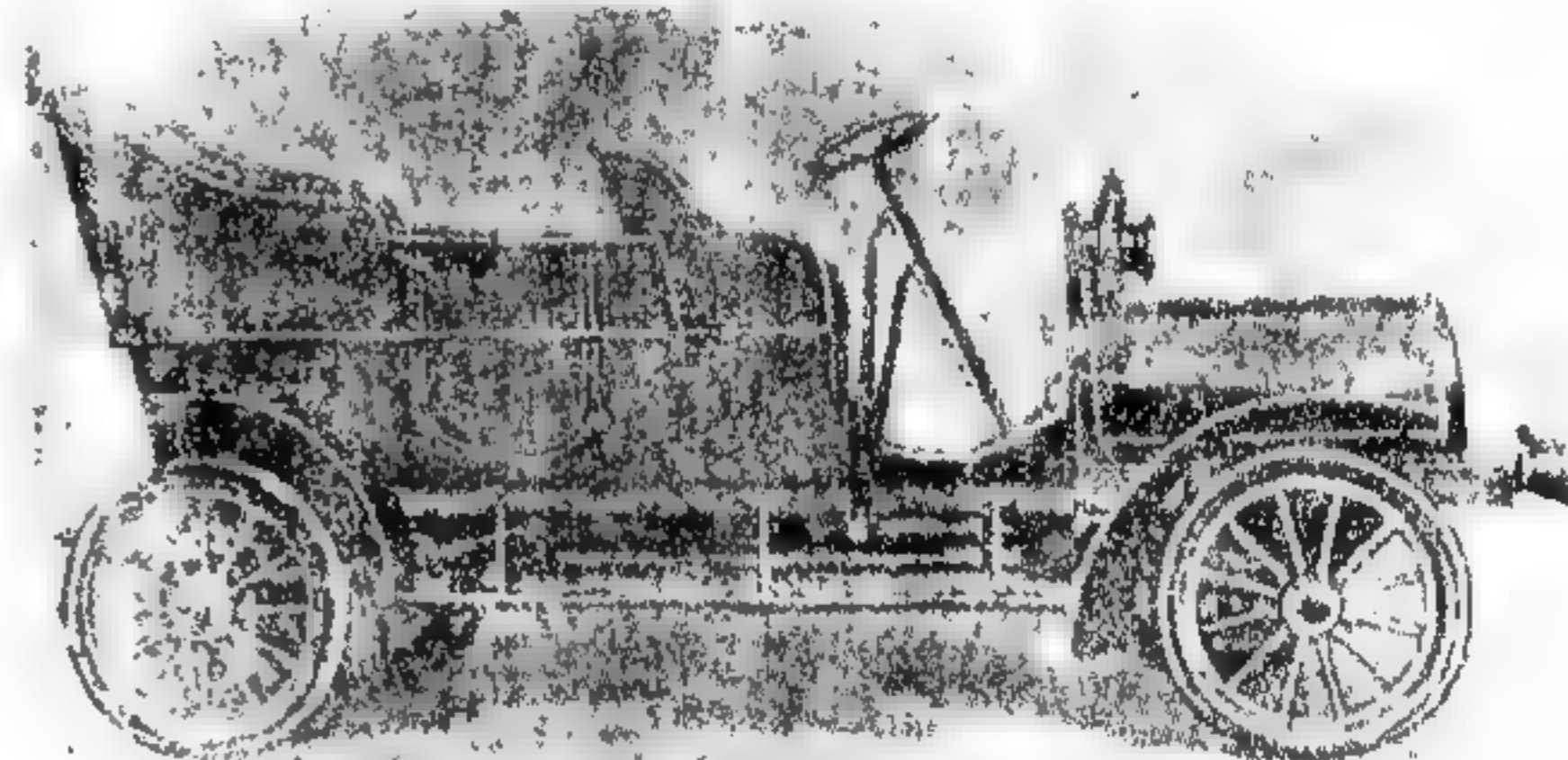
DE SCHAUM — Buffalo, New York — (1908-1909) — He was born William Andrew Schaum and he was in the car-building business in Baltimore under that name at the turn of the century. Nineteen six, however, found him in Buffalo as William A. de Schaum where he designed a highwheeler for the C. Rossier Manufacturing Company. Unsatisfied with that venture, de Schaum left Rossier and secured financial backing to incorporate rather lavishly in 1908 as De Schaum Motor Syndicate Company. There is considerable evidence that de Schaum was more promoter than producer. Still, the vehicle he designed as the De Schaum was very handsome, but it was also a highwheeler — and buggy types were by now ebbing in the marketplace. Naming his 1909 models the Seven Little Buffalos didn't help either. Sales were dismal, and De Schaum Motor Syndicate was through. Undaunted, de Schaum moved to Hornell, New York to establish the De Schaum-Hornell Motor Company in 1910, which never built a car. Thereupon he traveled to Michigan, where his car this time was the Suburban

Checker Motors Corporation can be traced back to the DeSchaum Automobile Company of Buffalo, New York, which began building automobiles in 1908. Later, in 1910, DeSchaum became the Suburban Motor Car Company of Detroit, Michigan. In turn, Suburban evolved into the Par-tin Manufacturing Company and finally the Checker Cab Manufacturing Company was founded in 1923.



1906 Duquesne, touring.

DUQUESNE — Jamestown, New York — (1904-1906) — The Duquesne was built by a consortium of upstate New York businessmen who got together first as the Duquesne Motor Car Company in Buffalo, and moved to Jamestown early in 1904 where they chose to call themselves, curiously, the Duquesne Construction Company. Why they chose to move to Jamestown, however, is no mystery, that city having offered the company a cash bonus of \$5000 and a plot of ground adjoining the Straight Manufacturing Company plant which was purchased outright by Duquesne. One car was made in Buffalo, and five in Jamestown.

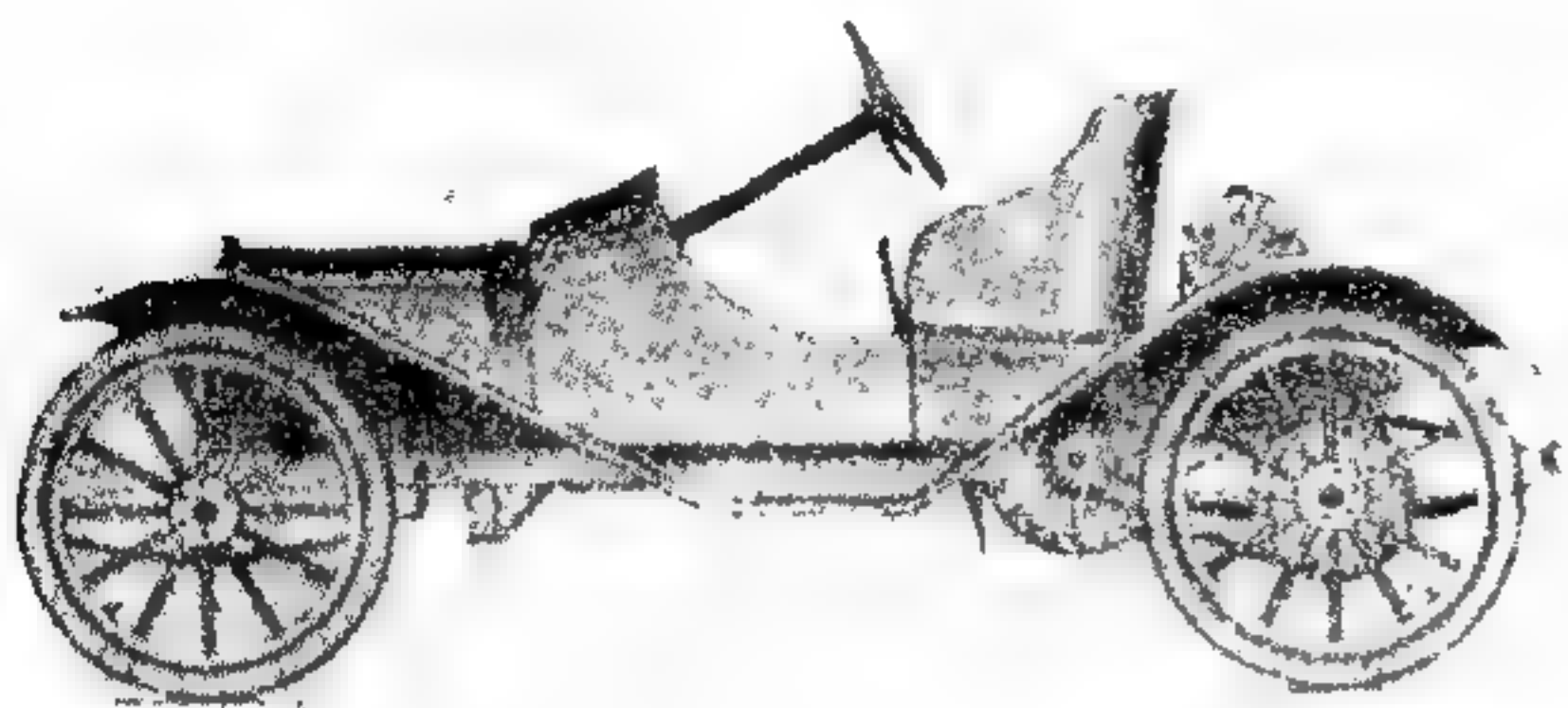


1905 Eagle, touring.

EAGLE — Buffalo, New York — (1905) — The Eagle Automobile Company of Buffalo entered and exited the automobile industry so quickly that probably few people outside of town were ever aware of its existence. The company produced two models, both featuring an air-cooled engine and chain drive, the Model A a 12 hp two, the Model B a 24 hp four. Neither of them, nor the company, survived into 1906.

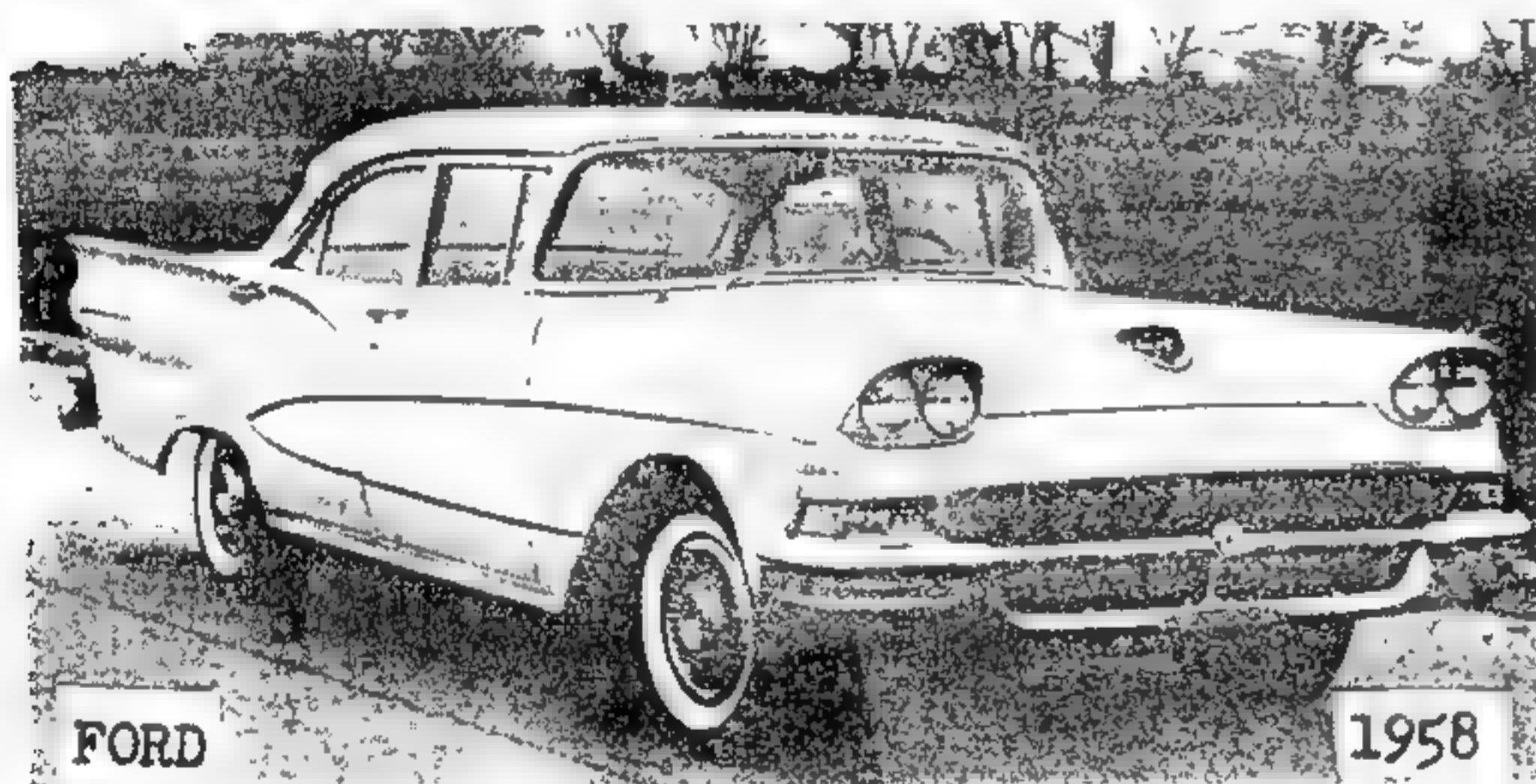
Electro-Bug

Buffalo, N.Y., made another bid at battling Detroit in 1946, with the introduction of the Electro-Bug. At that time, J. Fred Schoellkopf, vice-president of the Buffalo investment house of Schoellkopf, Hutton & Pomeroy, founded the Electro-Car Co., which busily set to work manufacturing midget autos called the Electro-Bug. The little 250-pound cars were pulley-driven vehicles powered by electric motors and storage batteries. The bodies were made from converted airplane belly gasoline tanks. The pulleys were geared for speeds of 12 to 15 MPH, but with a different ratio, it was claimed that speeds of 25 to 30 MPH could be attained. Two regular 6 volt automobile batteries were used. Only one battery was used at a time — when the first went dead, current was switched to the other. Each battery supposedly was good for about 20 miles of driving before needing a recharge. Mr. Schoellkopf claimed that his prototype car had undergone 10,000 miles of testing. At introduction time, 10 such Electro-Bugs had been built, and a run of 30 more was to begin. The car was to cost \$150, and production was to be held to three a day. No further reports could be found concerning this company.



1912 Ess Eff, runabout

ESS EFF — Buffalo, New York — (1912) — The Ess Eff was a step backwards. It had a wonderfully low price tag of \$350, but it bought the most primeval of specifications, chain drive particularly being quite outmoded by 1912 for a car of its type. The firm's name was the Ess Eff Silent Motor Company, though the car's air-cooled two-cylinder engine probably was not. Friction transmission was featured. Offered as a runabout only on an 88-inch wheelbase, the Ess Eff was pictured and described in the 1912 roster of American makes published in the *Automobile Trade Journal*. It did not make the 1913 edition

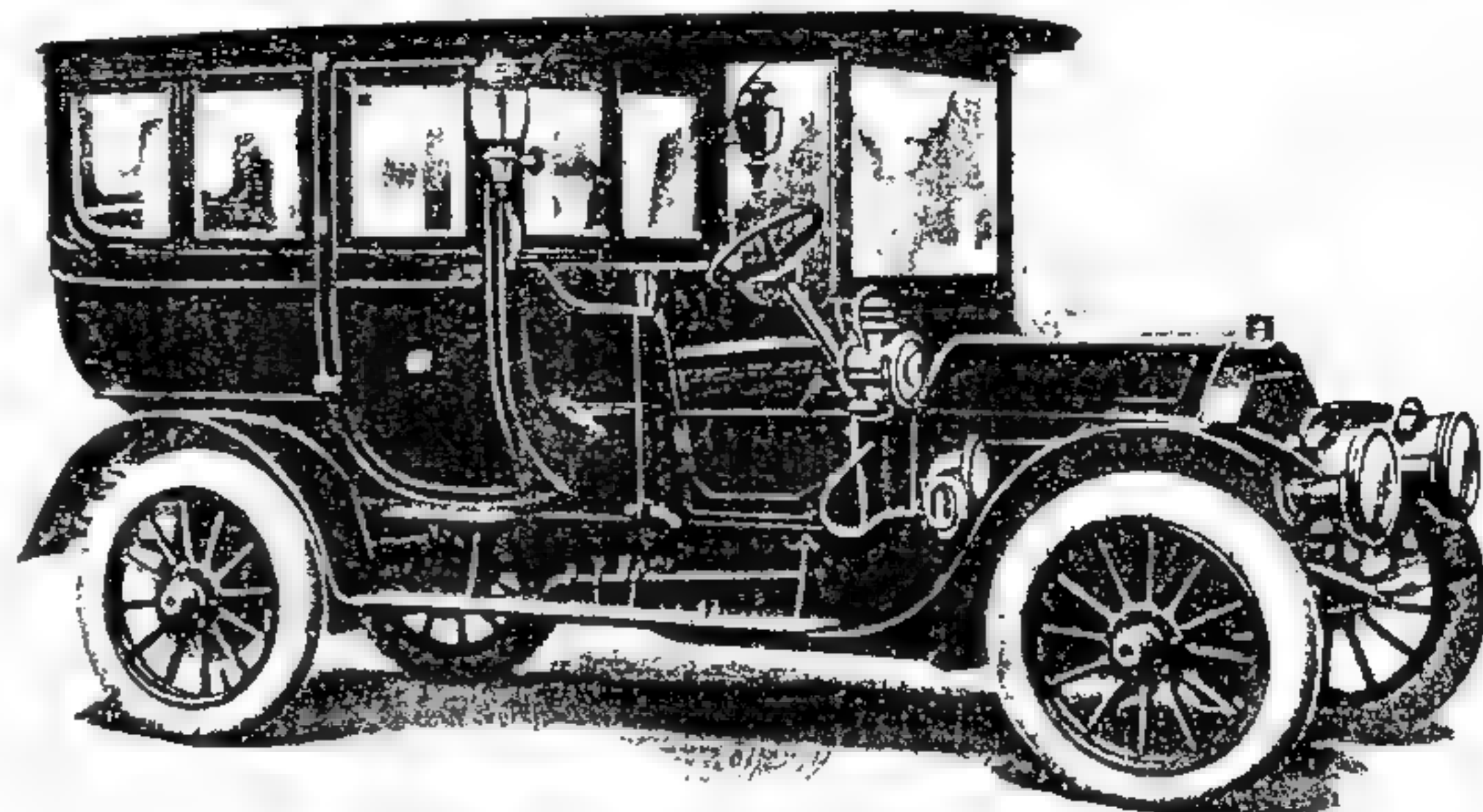


SUCCESS OF the famed Model T, which was brought out in 1908, led to the establishment of Ford's first assembly plant operations in Buffalo in 1913 at the John R. Keim & Sons plant on Kensington Avenue near the Erie Railroad.

Two years later, Ford moved its Buffalo assembly plant to a new building which the company built at 2495 Main st. at Rodney Avenue. The building is now the Buffalo-based Trico Products Corp.'s Plant No. 2.

In June 1930, the company purchased 62 acres of land under water for a new Buffalo assembly plant on Fuhrmann Boulevard. Thirty-one acres were filled in and construction of the plant was completed for the beginning of operations in August 1931.

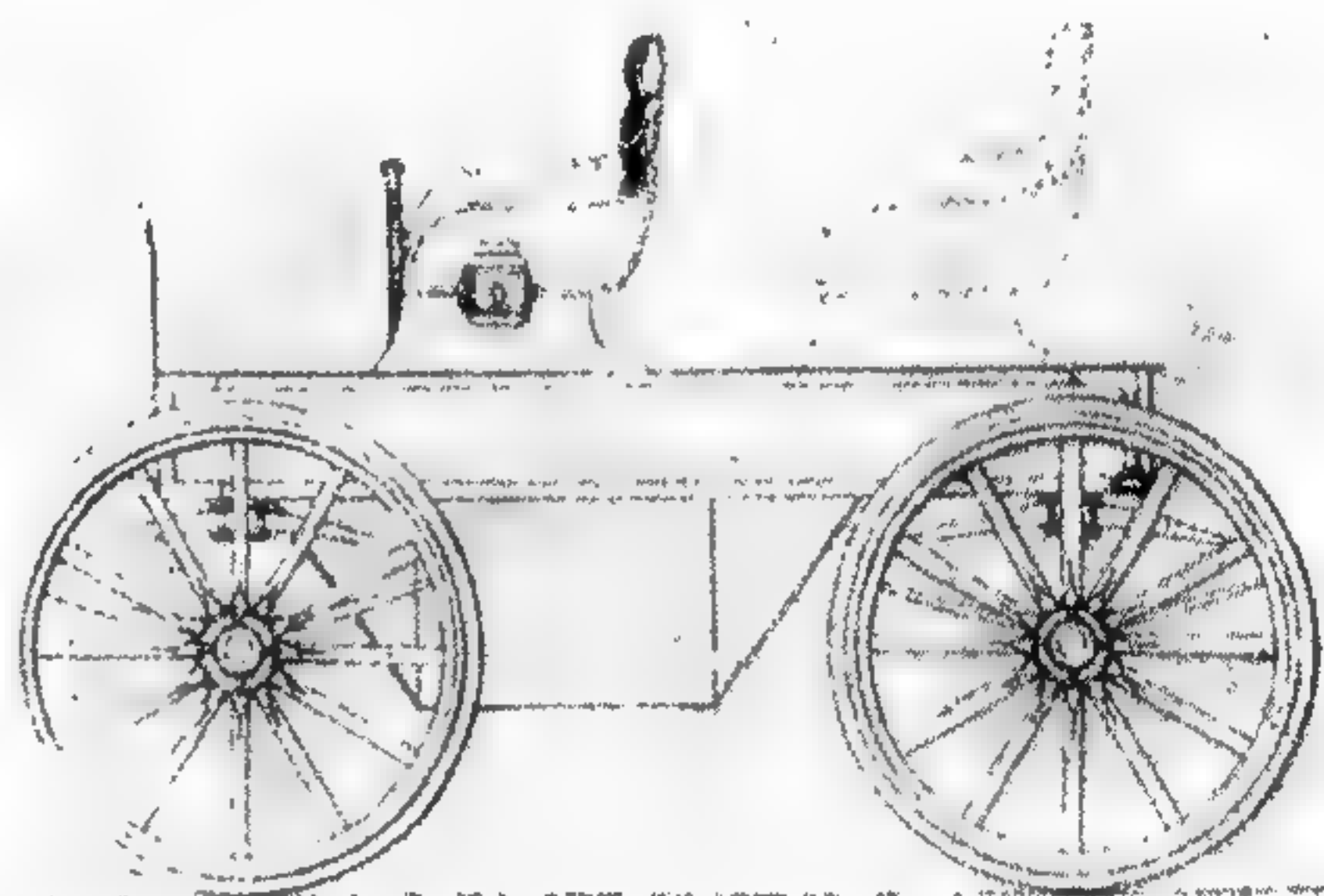
The Fuhrmann Boulevard plant, which is now known as the Buffalo Port Terminal and houses the county's Foreign Trade Zone, produced approximately 2 million cars and trucks before Ford shut down its operations here in February 1958.



GREAT ARROW SUBURBAN. 1908

GREAT ARROW — Great Arrow was the designation decided upon by George N. Pierce for the four cylinder car he introduced as a companion to his line of twins in 1904. Great Arrow continued as a marque or model

designation until 1909. From that time forward, all the cars from this Buffalo, New York company were known simply as Pierce-Arrows. Refer to Pierce-Arrow.

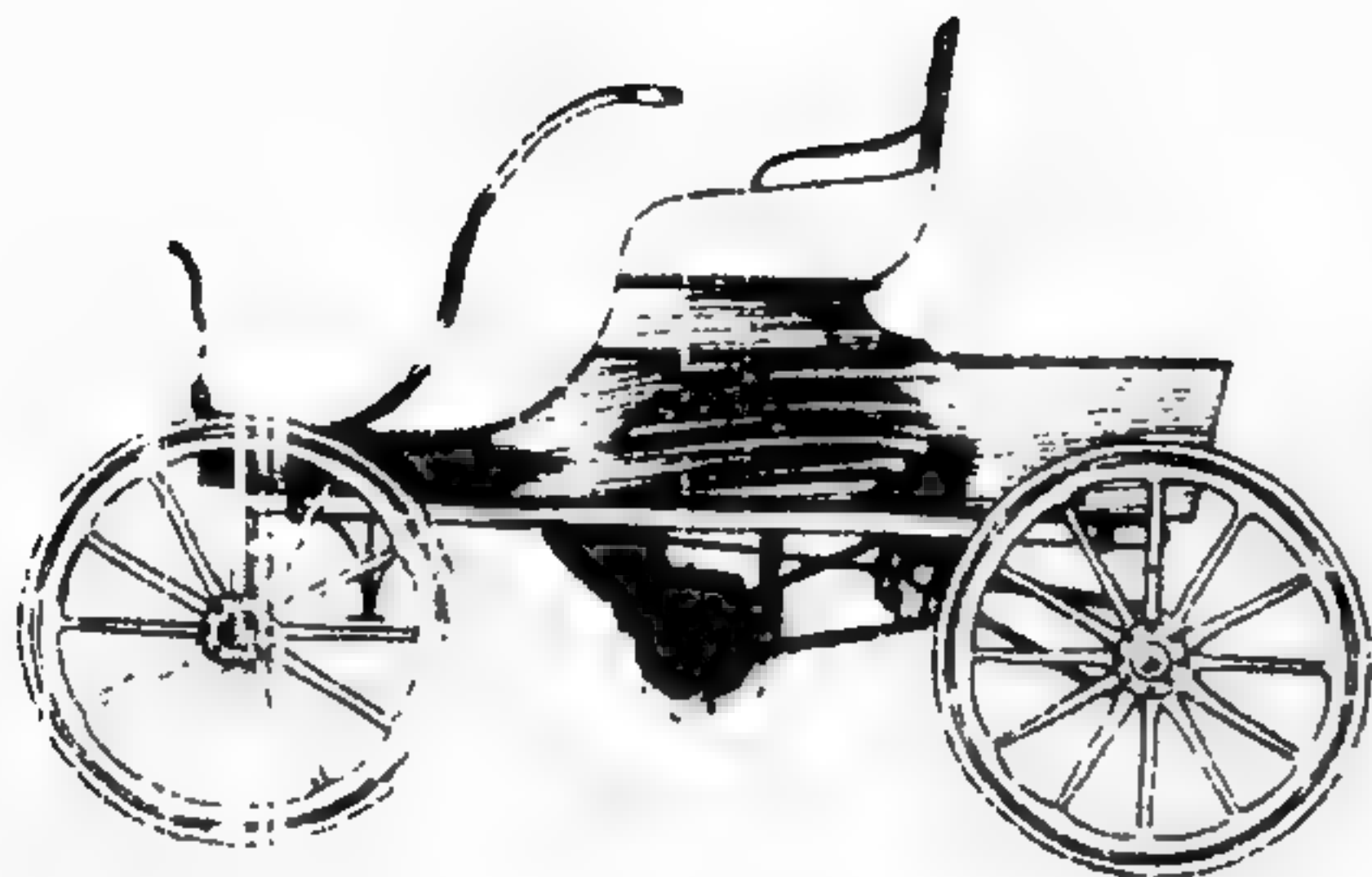


1907 Hercules, model 140, electric.

HERCULES ELECTRIC — Buffalo, New York — (1907) — Although he had failed several years before to resurrect the defunct German-American, James MacNaughton, a carriage maker from Buffalo, tried again in 1907 with an electric car called Hercules. High priced, as were most electrics, it was available as a runabout or landaulet, and was rather pretty. A commercial vehicle was built as well. The James MacNaughton Company produced its electric for one year only, however, and then returned to carriage making and serving as an agency for the electric cars of other manufacturers.

HESELTINE — Buffalo, New York — (1916-1917) — In late summer of 1916 the Heseltine Motor Corporation of Buffalo succeeded the Gadabout Motor Corporation of Detroit, with Philip Heseltine remaining onboard as president, Walter Greunberg as chief engineer. The Gadabout had been a cyclecar, the Heseltine represented a step up to light car ranks. Powered by a four-cylinder 27 hp engine, the Heseltine was offered as a two-seater roadster only, though in two wheelbase sizes. It survived less long than had the Gadabout.

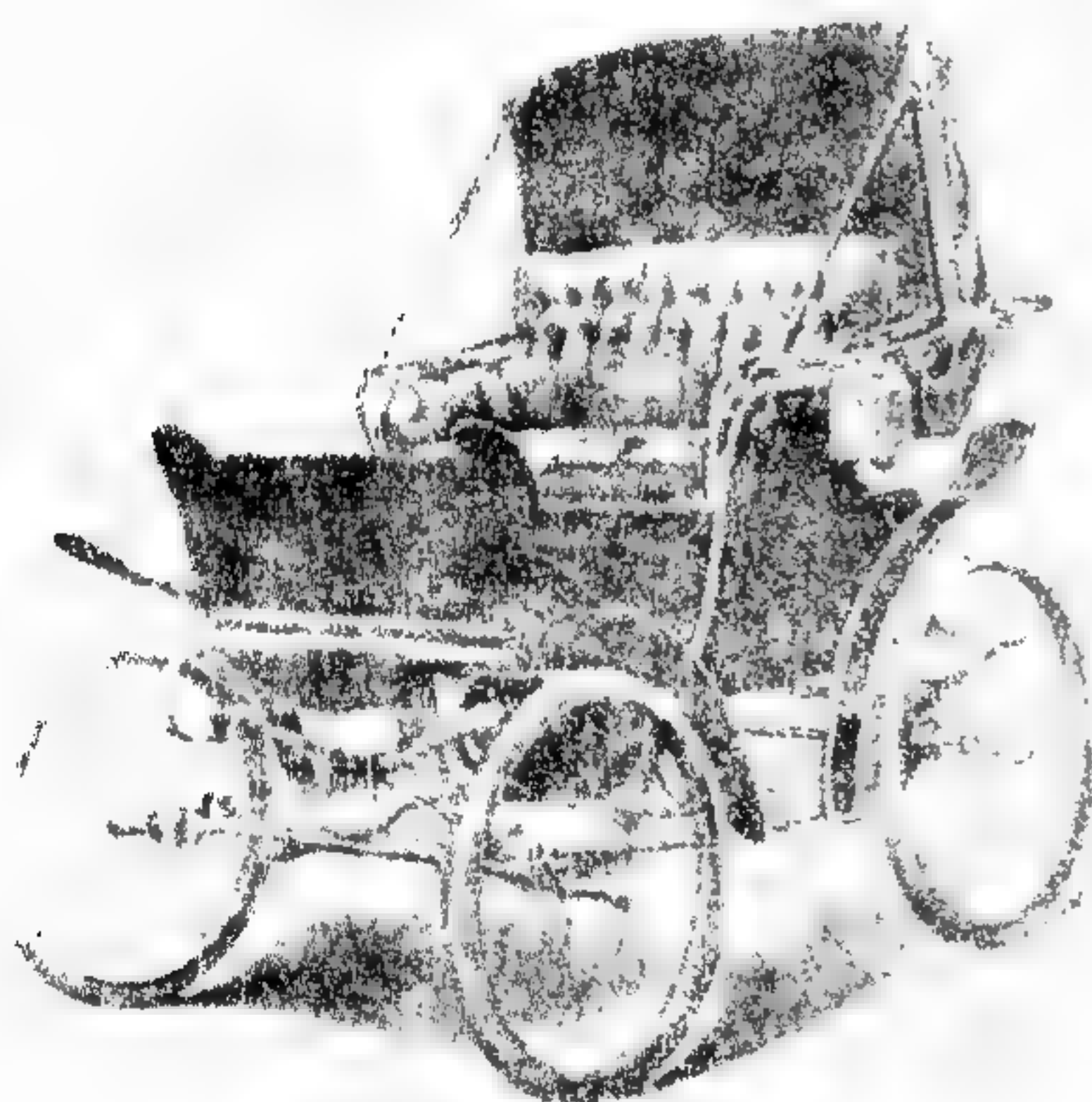
IDEAL — Buffalo, New York — (1914) — The Buffalo firm producing this Spacke-engined cyclecar was known simply as the Ideal Shop. A two-speed planetary transmission and belt drive from a countershaft to the rear wheels were featured. The wheelbase was 96 inches, the tread 36 inches. Interestingly, on this one chassis, a total of three body styles were offered: single-seater, tandem two-seater, side-by-side two-seater. It cannot be imagined that the last named would have been very commodious. Conceivably, the Ideal cyclecar may not have proceeded far beyond the prototype stage. The last word in the press from the company, before it faded into oblivion, was "experimental work indicates that the cars are a success."



1907 Ideal Runabout

IDEAL RUNABOUT — Buffalo, New York — (1907) — In March of 1907 the Ideal Runabout Manufacturing Company advertised in the trade press the availability of its little one-cylinder 5 hp two-seater which provided speeds up to 25 mph for only \$400. In July of 1907 the Ideal Runabout Manufacturing Company reported an increase in its capital stock from \$10,000 to \$100,000. That was the last heard from the Ideal Runabout Manufacturing Company of Buffalo. George P. Askin, Arthur C. Whittemore and Anna G. Whittemore had been behind this Ideal

IROQUOIS STEAMER — Although this 1902 car was built in the shops of the Iroquois Iron Works in Buffalo, New York, it is more appropriately referred to by the name of the man who built it. Refer to King Steamer.



1900 Kensington, Stanhope.

KENSINGTON — Buffalo, New York — (1899-1904) — In August of 1899 the Kensington Bicycle Company of Buffalo announced the successful completion of its first electric automobile. In October the company announced that it would close out its bicycle business and concentrate on electric car production. By early spring of 1901, Kensington had added a steam car to its line; by mid-summer of 1902, Kensington had mortgaged its factory for \$25,000, which was not a good sign. Earlier that year the Kensington Automobile Company, as it was now known, had indicated its arrangement with the French Darracq company for production of the Darracq in the United States, but this plan apparently fell through. A gasoline car did follow in 1902, but though it had a French look it was not a Darracq built under license. Its engine was a two-cylinder air-cooled Kelecom imported from Belgium. In 1903 Kensington advised its clients that the gasoline car was "receiving our exclusive attention and taxing the entire capacity of our factory." Not for long, however; the year after that Kensington was out of business. Kensington president William Knowles tried again later in 1904 with the Knowles Automobile Manufacturing Company and a car named for himself, but whether any production at all was realized is problematical. Interestingly, in 1906 what was called at the time a "unique decision" was handed down in an Indianapolis court when it was ruled that a former Kensington owner did not have to repay a \$2000 note he had borrowed from a bank to purchase a Kensington. The car had been worthless, he had claimed, and he had returned it to the company.

KING STEAMER — Buffalo, New York — (1902) — At the turn of the century, W. Grant King was the manager of the Iroquois Iron Works in Buffalo. In 1902, believing as he said that the available steam cars on the market were "fragile, complicated and generally unsatisfactory," he built one for himself. It was a runabout which he used for four years before selling it to a local farmer. During 1905-1906, Iroquois Iron Works built two commercial vehicles which reportedly were intended for motor stagecoach use in Utah. In 1909 *Motor* magazine published its "Historical Table of the American Motor Car Industry," and in it listed the Iroquois Iron Works as an automobile manufacturer from 1906-1908. The error has been perpetuated to this day. The only vehicles produced, however, were the steam runabout of 1902 built by W. Grant King at the Iroquois Iron Works and the two commercial vehicles of 1905-1906 which were built by the company under King's supervision. W. Grant King, incidentally, later went on to manufacture the King sewing machine and King radio.

KNOWLES — Buffalo, New York — (1904) — The Knowles Automobile Manufacturing Company of 1904 was an attempt by William Knowles to stay in the automobile business after his Kensington Automobile Company had failed earlier that year. A special modified model of the Kensington from 1901 had been marketed as the Knowles Khaki Flyer, and now in 1904 the last of the Kensingtons were marketed under the Knowles name as well. They were \$2500 touring cars powered by two-cylinder 12 hp air-cooled Kelecom engines imported from Belgium.



1922 King, model L, sedanette

KING 1910-1924

(1) King Motor Car Co, Detroit, Mich. 1910-1923

(2) King Motor Car Co, Buffalo, N.Y. 1923-1924

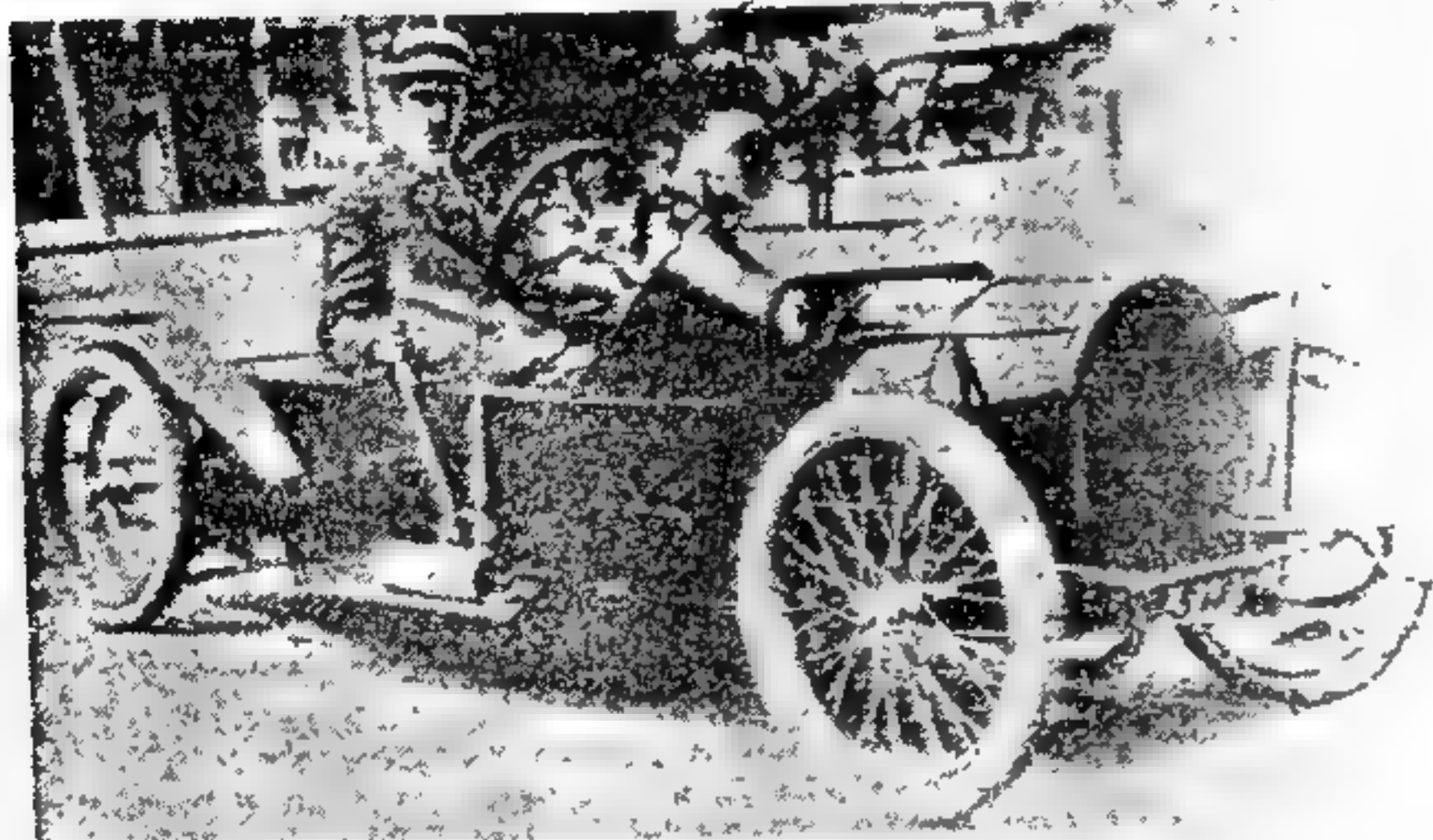
Charles B. King built the first car in Detroit in 1896, with a 4-cylinder horizontal engine, and later designed 2- and 4-cylinder cars for Northern. He formed his own company in 1909 and its first product was a 4-cylinder 35hp car with central gear change. This and a companion 30hp model were made up to 1915 when a small V-8 of under 4 litres was introduced. From 1916 onwards only 8-cylinder cars were made, there being two models, of 26 and 29hp. Prices ranged from \$1,400 for a 1917 tourer to \$4,235 for a 1921 sedan. This inflation, although general in the industry, hit King sales, which slumped from a maximum of 3,000 per year in 1916 to only 240 in 1923, the year that King moved to a smaller plant at Buffalo. A number of Kings were sold in England before and after the war. They were handled by Salmons of Newport Pagnell who fitted some of them with their own coupé bodies, and despite the fact that the American company failed, the U.K. promoters pushed the King into 1925 as a new car.

Knudson

Knudson Mfg. & Design Co. of superior St., Buffalo, N.Y., attempted to enter the automotive field in 1948 with a proposed little utility car, which supposedly resembled a miniature military Jeep. Weighing 635 pounds, the 2-passenger car was of open styling, but carried a folding canvas top. It was 90 inches long and 43 inches wide, and had but one door, located on the right side of its all-steel body.

It used a one-cylinder air cooled engine of four horsepower which was mounted in rubber over the rear axle. This ran through an automatic transmission, and gave the car a top speed of about 40 MPH. The gas tank held only one gallon, but James F. Knudson Jr., president of the firm, claimed this was enough for a range of 60 to 80 miles. The car was to sell for \$545 from distributors in Buffalo and New York City. Nothing more was heard of the venture, and no illustrations of the vehicle could be found.

LACKAWANNA — Buffalo, New York — (1904) — The Lackawanna Motor Company of Buffalo was an attempt to pick up the pieces of the defunct Conrad Motor Carriage Company, which had built both steam and gasoline cars from 1900 into 1903. Lackawanna chose the gasoline field exclusively, building engines of one to four cylinders, as well as transmissions, for both automotive and marine use. At the New York Automobile Show in January 1904, the company exhibited a combination runabout-surrey powered by one of its two-cylinder two-stroke engines. How many further cars might have been built before the firm went under is not known. But Lackawanna failed quickly. In November its assets were sold for \$2010. The firm may have come back the year following as the Lackawanna Valveless Motor Company, but its sole product now was a gasoline engine principally for marine use.



1914 Los Angeles Cyclecar, runabout.

LOS ANGELES — Compton, California — (1914) — In 1913 L. E. French, a former writer for *The Horseless Age*, designed a cyclecar he called the California, for the manufacture of which the California Cycle Car Company was organized in Los Angeles. It went nowhere. Subsequently, later in 1913, French found new financial backers, and a new company was established, the Los Angeles Cycle Car Company, to which French assigned the patent rights to his defunct California, which had been a two-cylinder 10 hp machine to sell for \$395. Initially, it was simply to be offered now as the Los Angeles, but ultimately it was not offered at all. Instead a more powerful 12/15 hp four-cylinder engine would power all Los Angeles cars. All other chassis specifications remained the same: friction transmission, double vee belt drive, 102-inch wheelbase, 44-inch tread, an underslung chassis boasting a nine-inch ground clearance. The body was redesigned, however, to resemble the stern of a boat from the rear, and the price tag was now \$475. A factory site on sixteen acres of land was leased in nearby Compton, as well as a plant in Buffalo, New York which had formerly been occupied by the E.R. Thomas Motor Car Company. The latter facility was to be used as a branch factory for the East Coast trade. On neither coast, however, was the trade very brisk — and the Los Angeles Cycle Car Company did not survive into 1915.

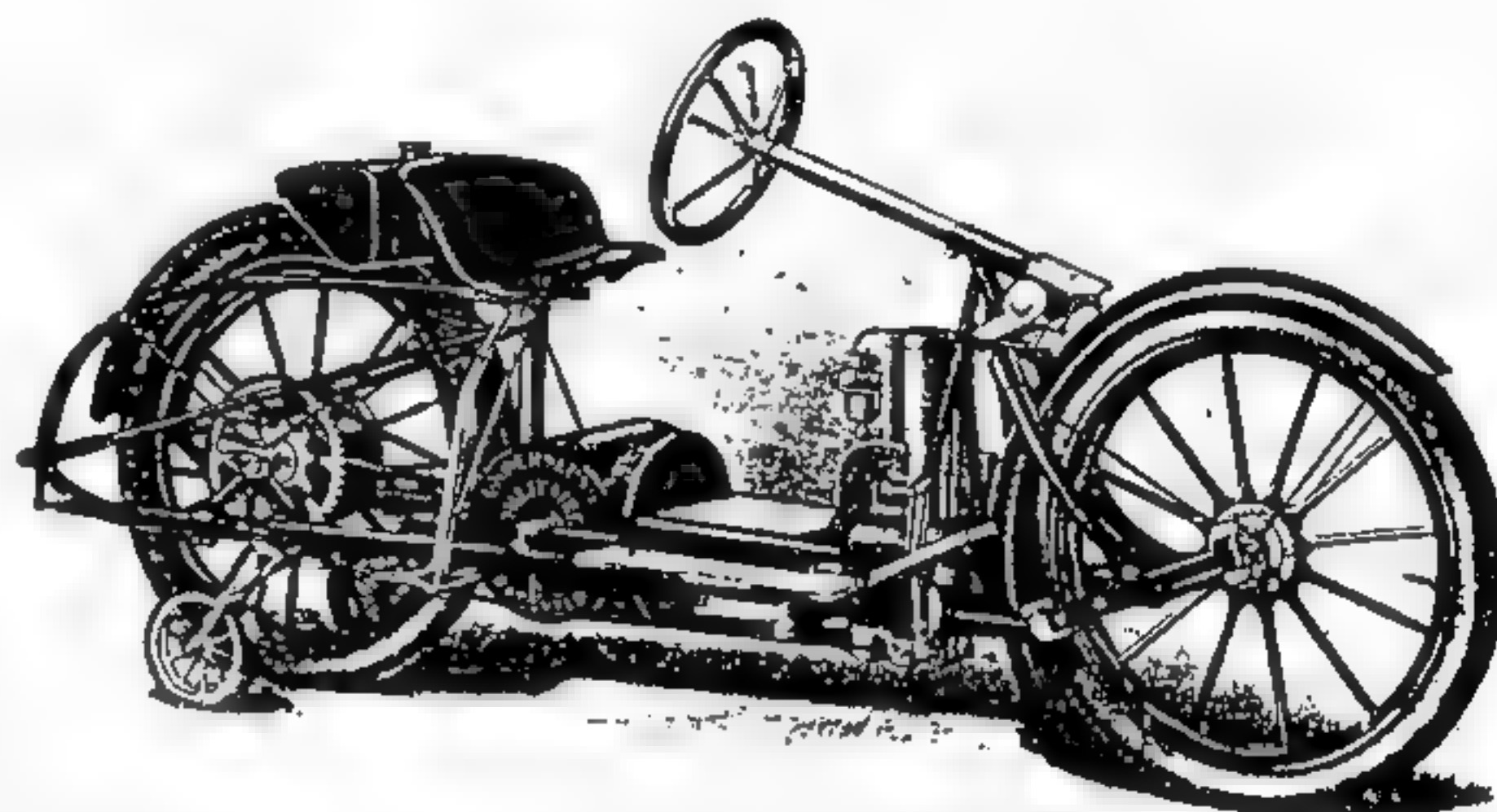
LUTZ STEAM — San Antonio, Texas — (1898)/Buffalo, New York — (1917) — In 1898 George H. Lutz of San Antonio built a steam car. Nothing more was heard of him or the car until 1917 when his name headed the directorate of the newly capitalized (at \$100,000) Lutz Motor Car Company of Buffalo, New York. The other directors included Orman H. Lutz of San Antonio (probably a brother) and three businessmen — John H. McLean, George B. Hurd and Levi R. Lupton — from Upstate New York. The directors were said to be looking for a factory site in Buffalo to build steam cars. There is no evidence that the company ever got into manufacture. Probably the 1898 car and a possible prototype in 1917 were the only Lutzes produced.

MacNAUGHTON — Buffalo, New York — (1906) — Late in 1905 James MacNaughton and F. Louis DuBroy organized the MacNaughton & DuBroy Company in Buffalo with a capital stock of \$10,000. Its purpose was the manufacture of engines and automobiles. In 1906 some automobiles did follow, all of them electrics. Although these cars often carried the MacNaughton name, MacNaughton did not build them. Instead they were produced by the coachbuilding Brunn company in Buffalo, MacNaughton being the sole selling agent for these Brunn-built electrics. MacNaughton did produce an electric of his own, however, called the Hercules. DuBroy seems to have been a short-time partner, incidentally; by 1906 the firm was called the James MacNaughton Motor Car Company.

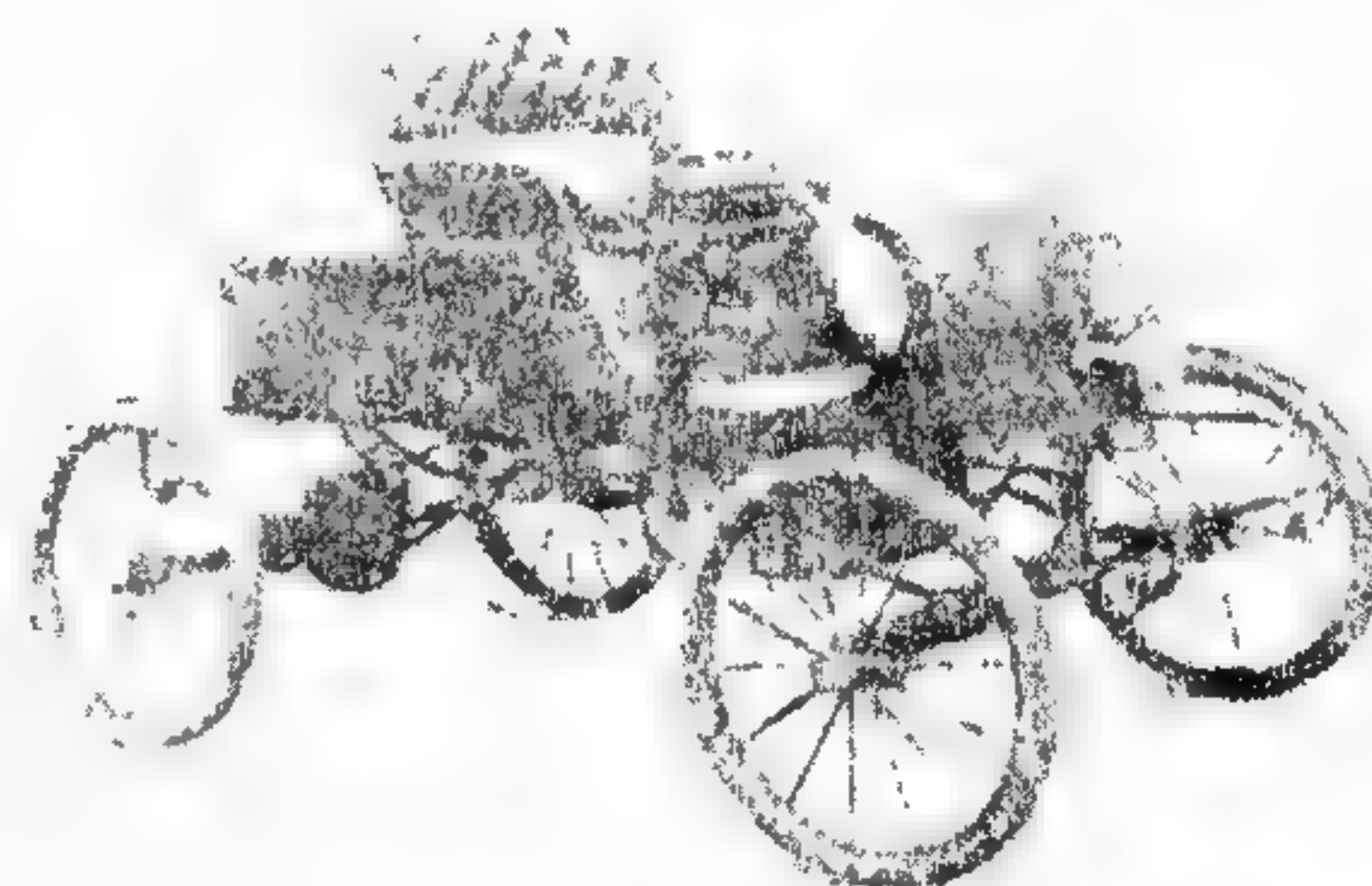
MARTIN — Buffalo, New York — (1898-1900) — In early 1898 the Martin Motor Wagon Company of Buffalo bought an engine for \$275 from Charles B. King in Detroit. Obviously, this was for the purpose of study because that fall the company announced it would soon put a wagonette on the market powered by a gasoline motor designed by A.J. Martin. The

Martin company continued to build its motor wagonette into the turn of the century. Whether A.J. Martin was related to Dr. Truman J. Martin who used his Columbia Electric in 1899 for the first motorized delivery of mail in Buffalo — and purportedly the United States — is not known.

McCAN — New York, New York — (1902) — D.C. McCa was a Frenchman in New York who leased a two-story building at 58-62 Broadway in July of 1902 and announced to the press that he was altering it for the manufacture of gasoline and electric vehicles. That October D.C. McCa was heard from again. This time he was in Buffalo, and he had just opened his new shop, but it was for the repair of automobiles only. Perhaps he had built a car or two, but certainly not more than that.

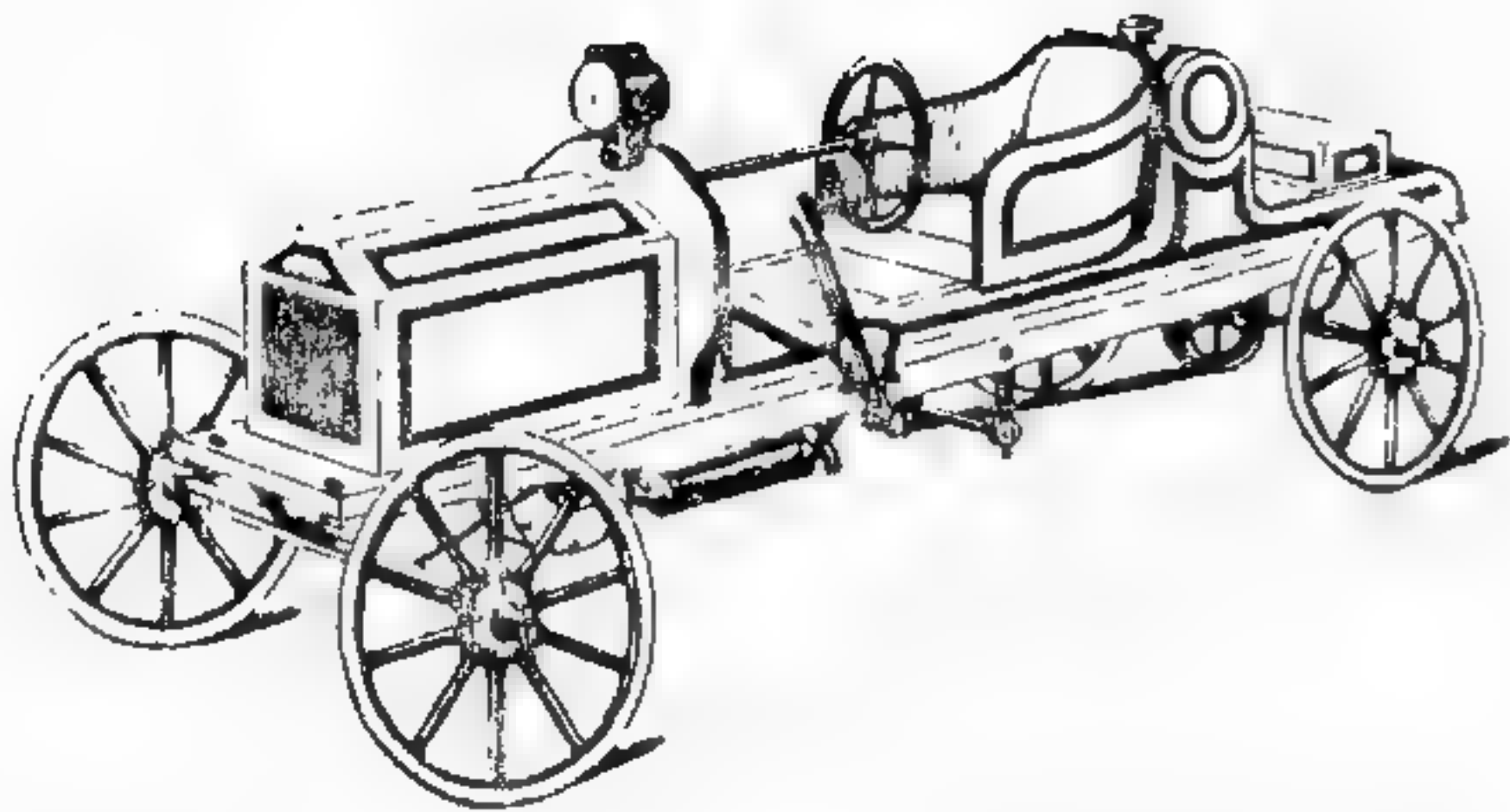


MILITAIRE — Ohio & New York — (1912, 1916) — In 1912 the Militaire Company of Cleveland, Ohio introduced a two-wheel scooter with a single-cylinder engine, friction transmission, underslung frame and wheel steering. The company was in the hands of the receiver by the summer of 1913, with liabilities of \$20,000. In 1916 the Militaire Autocycle Company of America, located in Buffalo, New York, introduced its Militaire which the company referred to as a two-wheeled automobile. Although both these vehicles have found their way into occasional rosters of American-built cars, they cannot be regarded as such. They were motorcycles, plain and simple.



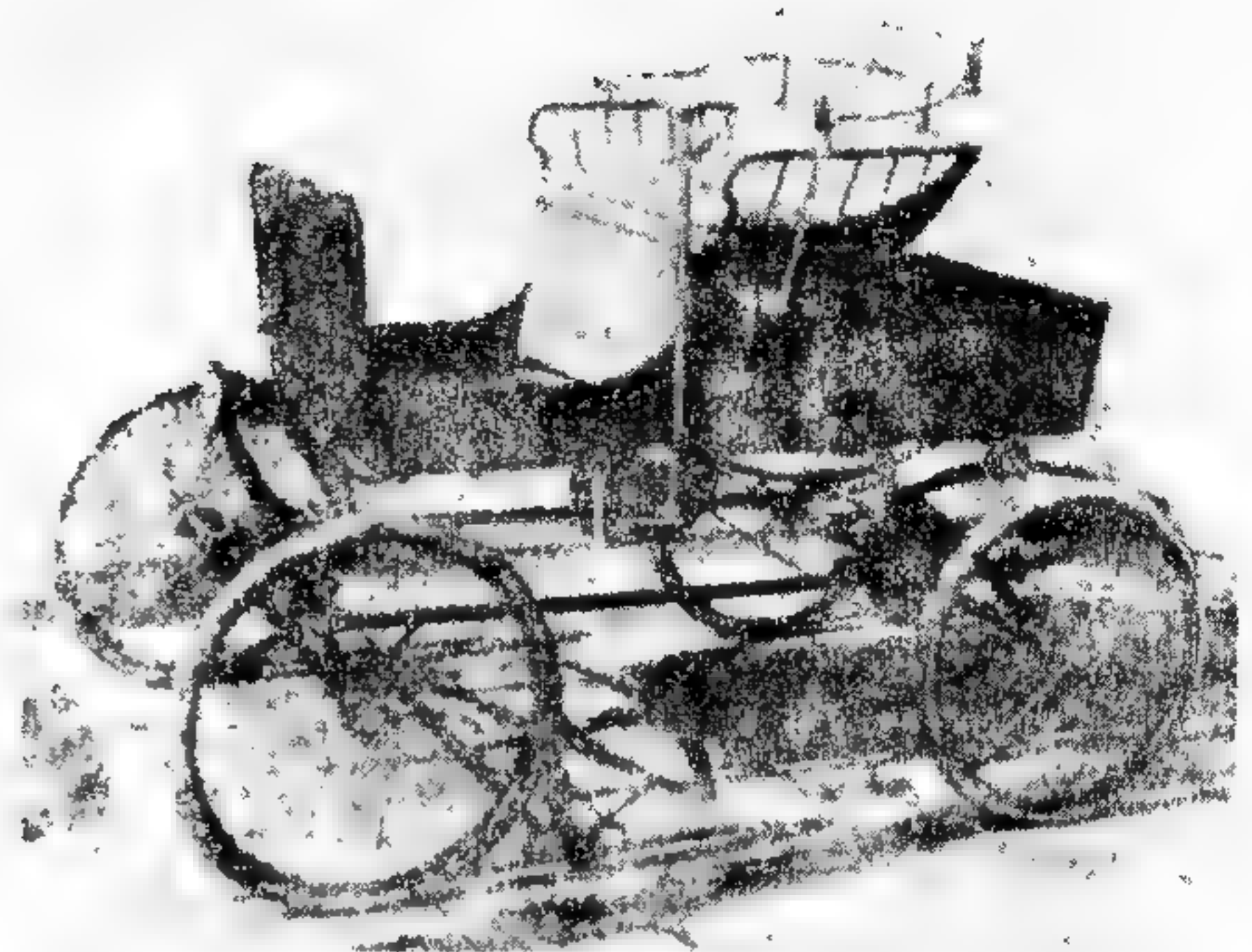
1903 Morlock, runabout.

MORLOCK — Buffalo, New York — (1903) — In the spring of 1903, J.F. Morlock bought the old Spaulding automobile plant in Buffalo at the receiver's sale and organized the Morlock Automobile Manufacturing Company. Included in the deal were a few unsold Spaulding cars. The Morlocks which followed out of the same factory were lookalikes, sold as runabouts or dos-a-dos four-seaters with their 6 hp single-cylinder engines mounted under the seat. In early October operations were shut down "pending action to increase capital." In late October the factory doors were closed by the sheriff, and the company assets seized. In November a court order was issued restraining any sale of property as Morlock creditors searched for ten cars which purportedly had been spirited away somewhere by J.F. Morlock. Whether the cars were ever found is not known, but in January of 1904 the Morlock Automobile Manufacturing Company was declared irrevocably defunct.



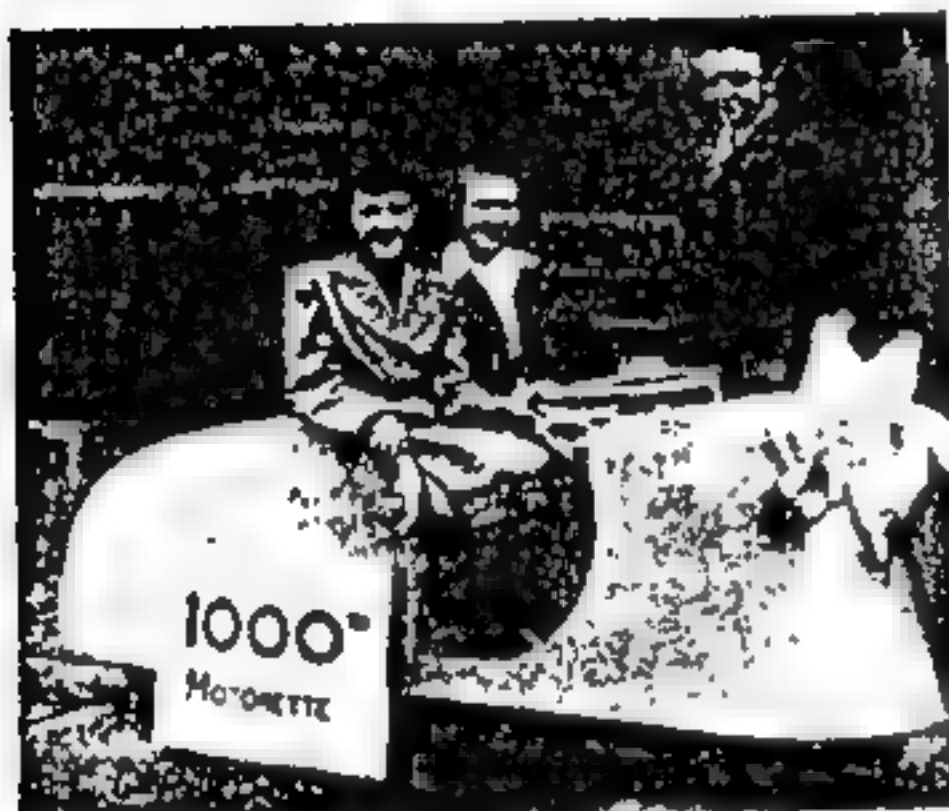
1911 Motor-Bob, runabout.

MOTOR-BOB — Buffalo, New York — (1914) — The Motor-Bob was a juvenile car designed by E. N. Bowen of Buffalo and sold unassembled for \$125. The instruction booklet had to be purchased separately for a quarter, and large working blueprints were another thirty-five cents. Only one engine — a 2 1/2 hp single-cylinder — was available but for thirty dollars a shaft-drive, worm-gear, friction-transmission setup was offered as an option to the standard belt drive. The completed car was 96 inches long, 31 inches wide and weighed 150 pounds. Speeds of up to 15 mph were claimed. Bowen made all the parts of the Motor-Bob himself, though his casting work was done for him by the J.W. Pohlman Company of Buffalo. Whether E.N. Bowen was any relation to the George B. Bowen who built a gasoline runabout in Buffalo at the turn of the century is not known, but seems likely.



1902 Niagara Electric.

NIAGARA ELECTRIC — Buffalo, New York — (1902) — In December of 1901 Charles Lindstrom left the Hewitt-Lindstrom company in Chicago and traveled east to build another electric. It fared no better than had his Hewitt-Lindstrom. The Niagara Electric was a light car offered as runabout, road wagon and delivery. The prototype had been completed in a Buffalo machine shop in January 1902, and the Niagara Motor Vehicle Company had been organized shortly thereafter for its manufacture. Minimal production followed, and early that autumn the firm was voluntarily dissolved. Its property and parts were sold at public auction on February 25th, 1904. Meanwhile Charles Lindstrom had taken himself to Towanda, Pennsylvania to build the Towanda Electric.



Stephen O. Bucholtz, president of the Motorette Co. of Harlem Rd. in Buffalo, N.Y., smiles as he presents the company's 1,000th Motorette to his daughters. At this point in 1946, the Motorette Co. was one of the few post-war manufacturers of mini 3-wheelers to make a success of its venture. During its short life and until its bankruptcy in 1948, the company turned out well over 4,000 of the little vehicles in both car and truck form. Promoted as an auxiliary shopping and commuting vehicle, the Motorette used a single-cylinder air cooled Wisconsin engine of four horsepower, which gave it a top speed of 35 MPH. Drive was by automatic clutch and roller chain and sprocket to the left rear wheel, and independent suspension was used on all three wheels. The car weighed 420 pounds and was 90 inches overall, with a wheelbase of 60 inches. The chassis was of steel channel bar, while the body was aluminum. Package compartments in the snout and under the seat provided a total of six cubic feet of storage space.

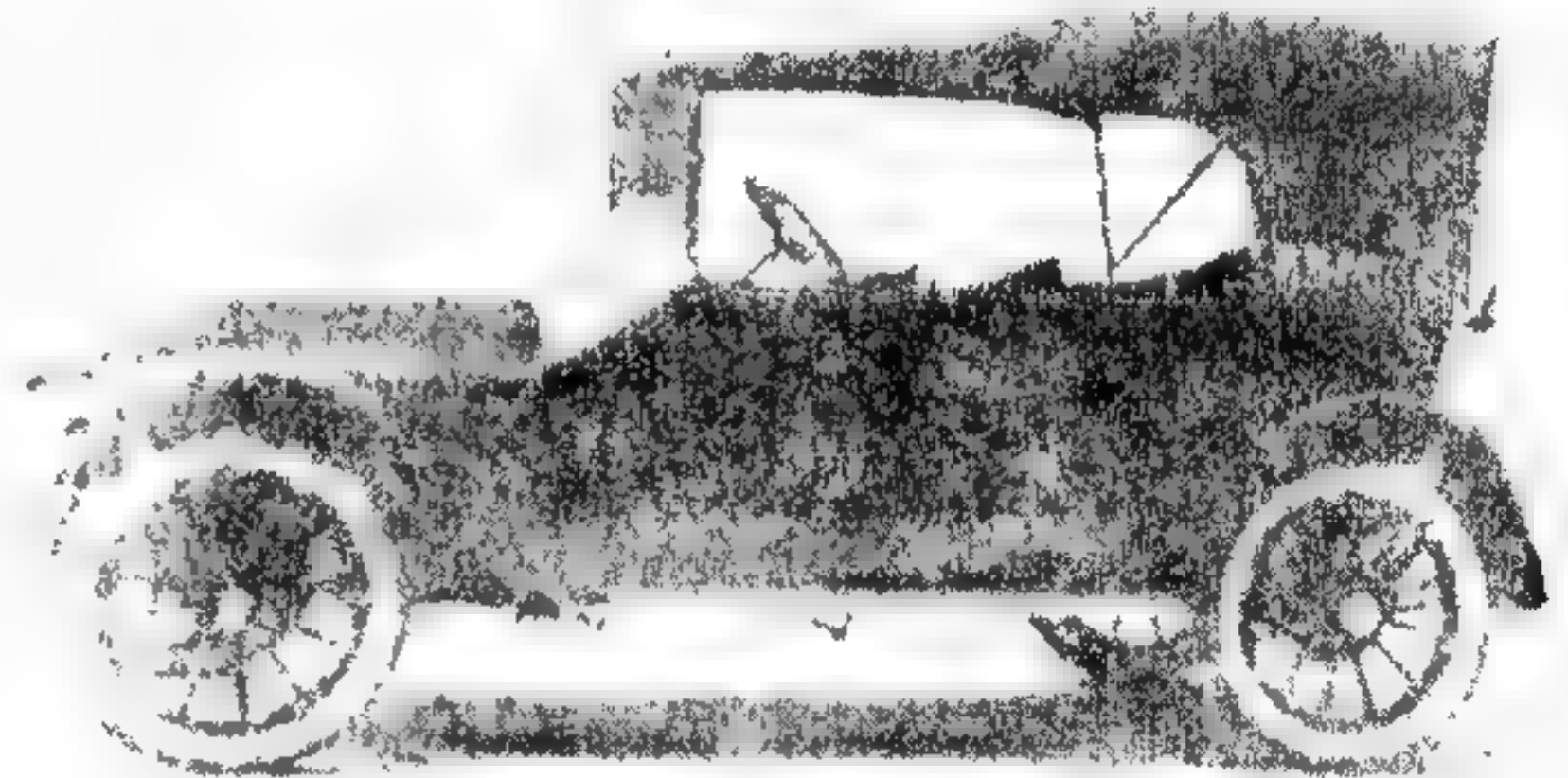
MOTORETTE — This small, open-bodied two-seater got off to a far faster start than any other new postwar car, except Kaiser-Frazer. By the fall of 1947, more than 4,000 Motorettes and Truckettes had been made. By the fall of 1948, the company

had filed for bankruptcy. The cars themselves had aluminum bodies and three wheels. The single wheel was in front. The Motorette was very economical for use, in good weather, over short runs.

MURLOCK — The Murlock which presumably was built by the Murlock Automobile Manufacturing Company of Buffalo, New York in 1903 was merely a typographical error appearing in the trade press that year. The car instead was the ill-fated Morlock. Refer to Morlock.

The Mutual Motor Car Company of Buffalo, New York was one of several firms involved in the building of the Niagara Four of 1915-1916. Refer to Niagara Four.

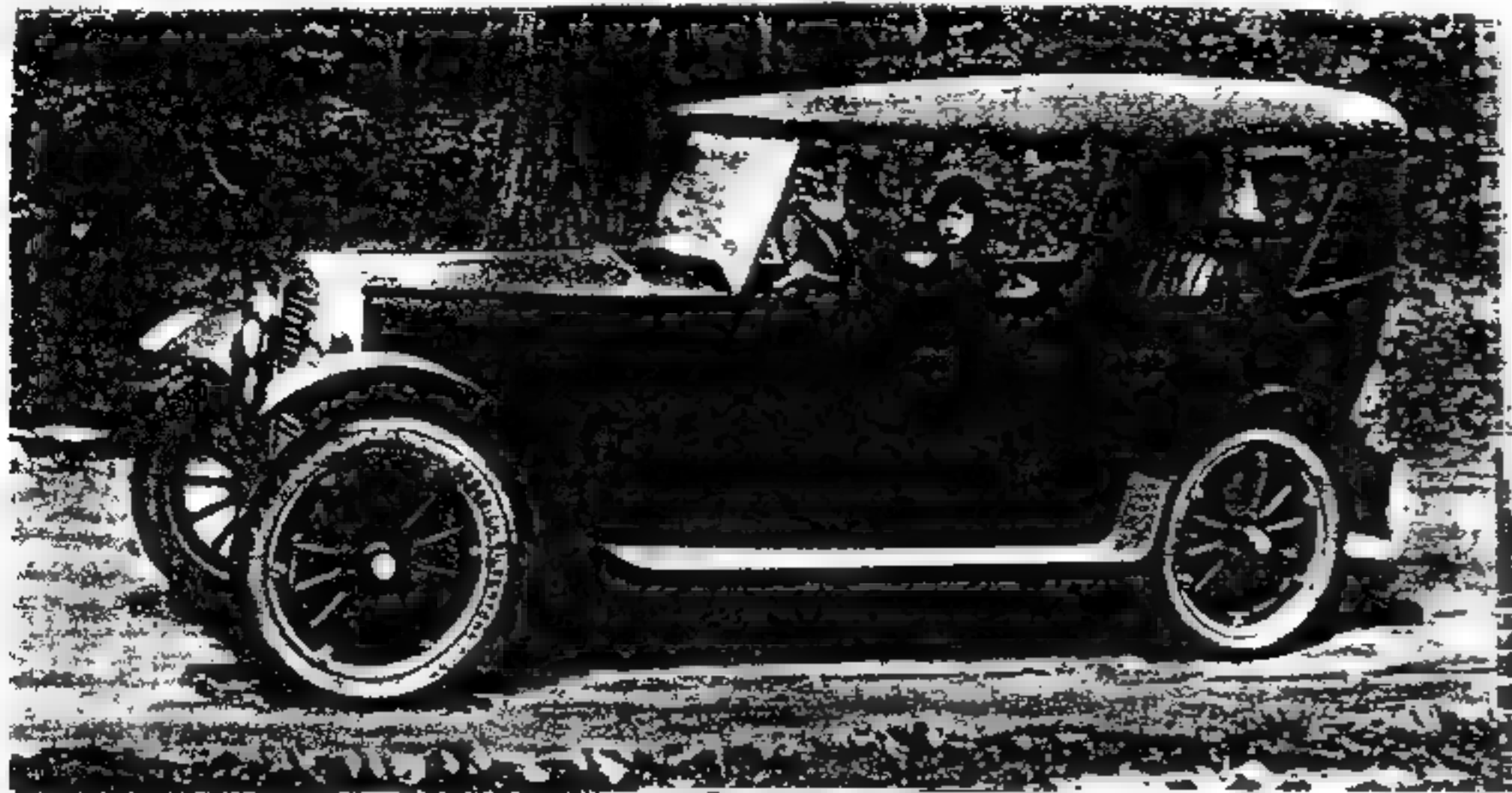
NIAGARA — Buffalo & Dunkirk, New York — (1913) — This Niagara is a puzzlement. The Niagara Motors Manufacturing Company was organized in early 1913 in Buffalo, but by March had moved to Dunkirk. Its first car was completed that month and was shipped to a customer in New Orleans. According to the December 3rd, 1913 edition of *The Automobile*, the Dunkirk plant had by that time been shut down. "The local board of trade is said to have promised to arrange for stock subscriptions," *The Automobile* advised, "but as the latter were not paid for, according to the company, the plant had to cease operations despite projects of success." Possibly the projects of success referred to was the one sale to New Orleans.



1916 Niagara, 5-pass. touring car, WLB

NIAGARA FOUR — Buffalo, New York — (1915-1916) — At least three different companies in the Buffalo area were involved in this Niagara automotive venture, but not one of them built the car. Instead, the Niagara Four was manufactured in Elkhart, Indiana by the Crow company, which made it a practice to provide budding entrepreneurs a quick and easy entrance into the automotive field. The Niagara Four was a \$740 20 hp open car on a 112-inch wheelbase not unlike the Crow four save for nomenclature and radiator badge. Its sponsor in Buffalo was the Mutual Motor Car Company. Mutual in turn invited the Poppenberg Motor Company, a local dealership, to assist in the marketing — and these two forces were soon irresistibly drawn together as the Niagara Automobile Company. The Wilson company in nearby Wilson, which had built a car of its own a decade earlier, and now was a dealership, apparently considered joining in but then thought better of it. In two years a total of about 500 Niagara Fours were sold.

O.K. — Although the O.K. Machine Works of Buffalo, New York introduced its new touring car under its own name in January 1904, the company quickly decided to call it a Red Jacket instead. Refer to Red Jacket.



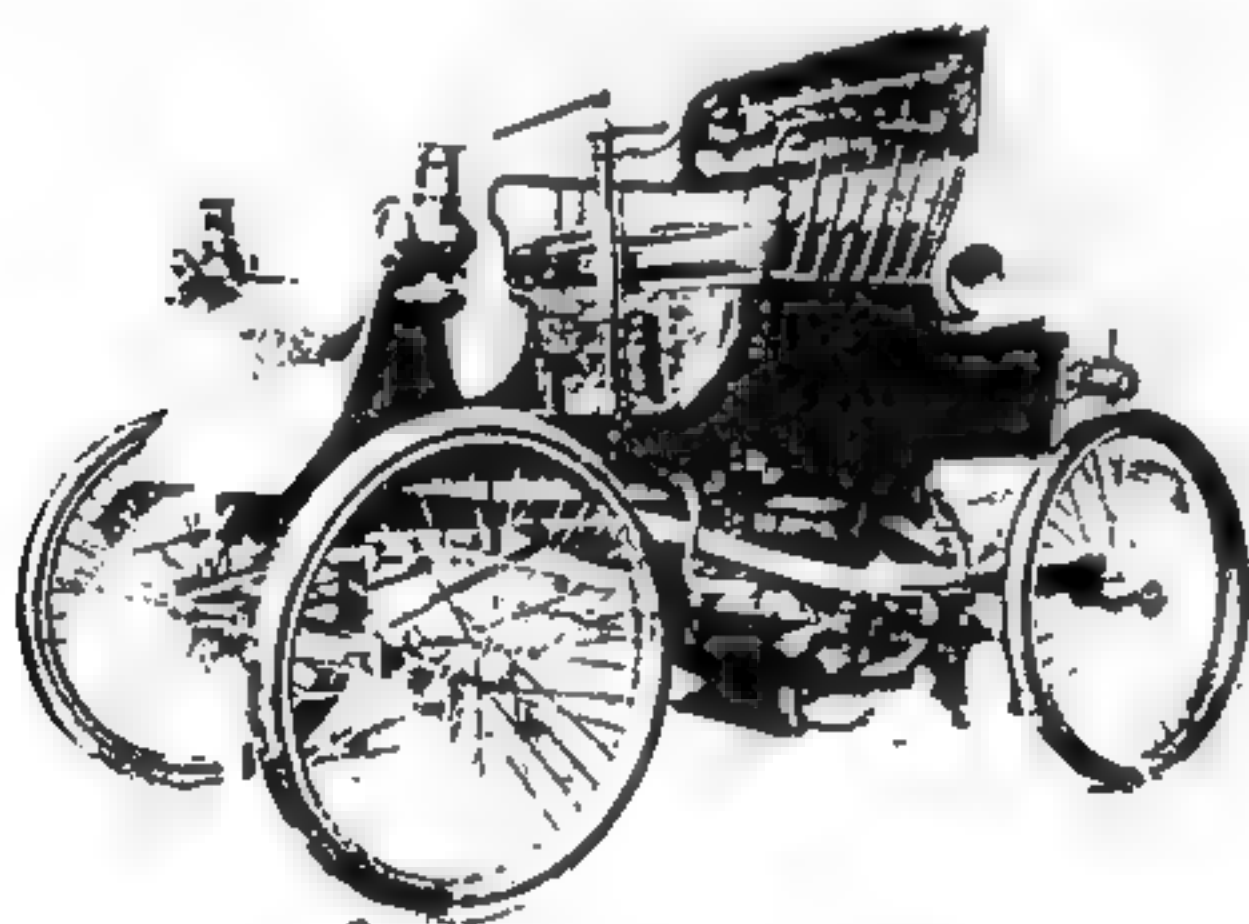
PARENTI 1920-1922
Parenti Motors Corp, Buffalo, N.Y.

1921 PARENTI 35hp V-8 tourer

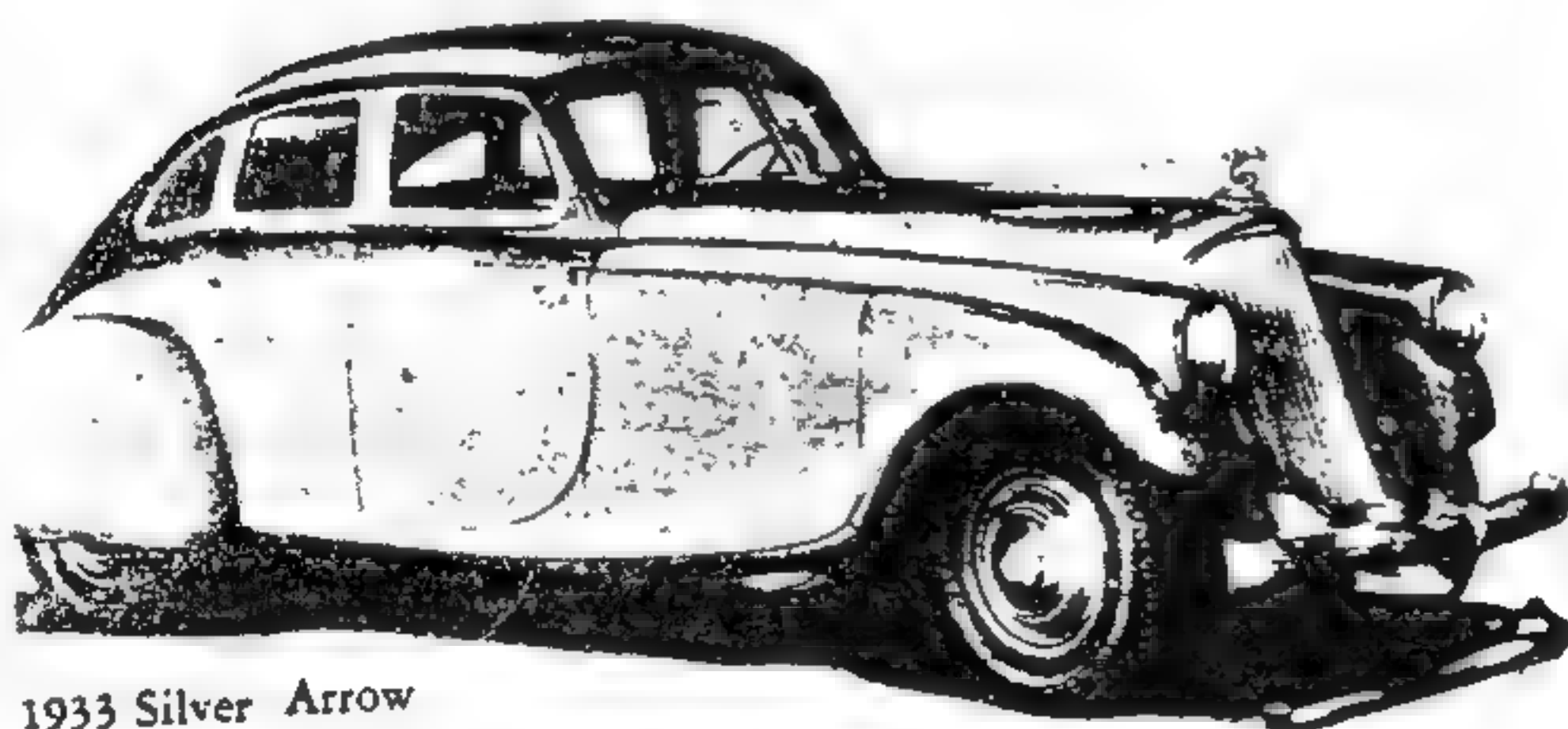
This car was designed without axles, transverse springing being used as a substitute: two springs were located in the front and one in the rear. Plywood was extensively used in the construction of both frame and body. The Parenti was powered by a V-8 air-cooled engine of the firm's own design but for 1922 a water-cooled Falls six was substituted. To attract the public, Parenti salesmen exhibited some of the first models in bright orange, yellow and purple.

Whether it was the design of the Parenti or its price (\$5,000 for the town car and formal limousine) which defeated the car is not now known. Relatively few cars were sold, however, before the company failed.

The Parenti plant and assets were sold to the Hanover Motor Car Company of Pennsylvania, though it would be six months before the purchase was finalized. A total of \$225,000 was realized in the sale, less than half the amount of the claims filed against Parenti in Federal court. More than 11,000 people had invested \$3,000,000 in Parenti Motors Corporation, and they would not receive a penny. A total of eighteen Parenti cars had been built.



The very first Pierce automobile - the venerable one-cyl. "Motorette" of 1901. This car was displayed at the Pierce factory for many years and is now owned by the Buffalo Historical Society.



1933 Silver Arrow



1937

PIERCE; PIERCE-ARROW 1901-1938

(1) The George N. Pierce Co, Buffalo, N.Y. 1901-1908

(2) Pierce-Arrow Motor Car Co, Buffalo, N.Y. 1909-1938

Of the many prestige cars built in the United States, probably none enjoyed more favour for a longer period than the Pierce-Arrow. This car began humbly enough. The first model, the Pierce Motorette, appeared in 1901. It was produced by George N. Pierce, a builder of bicycles and birdcages and was powered by a 2 $\frac{3}{4}$ hp De Dion engine. This initial venture proved successful and was followed in 1902 by a similar car but with the output increased to 3 $\frac{1}{2}$ hp. For 1903, the Arrow name appeared and the company introduced a 15hp 2-cylinder car, with a 6 $\frac{1}{2}$ hp machine as a sideline.

In 1904 the name was changed to Great Arrow and the cars had power units capable of 28hp. It was such a car which won the Glidden Tour, a reliability test, and from this point onward, the name was one to be reckoned with. Power was gradually increased as was the size of the car through the immediate years and by 1908, the Pierce Great Arrow boasted 60bhp at 1,000rpm. Up to 1909, steering-column change was used. This was the last year in which the word Great appeared in the Pierce nomenclature.

The Pierce-Arrow was introduced in 1909 and such was the firm's reputation that production was limited and the supply seldom met the demand of the public.

In 1913, the first Pierce-Arrows appeared with the headlamps attached to the tops of the front mudguards, although this innovation was optional. The greater percentage of Pierce Arrow motor cars were to appear with this type of headlamp fitting, but the earlier arrangement was available until the early 1930s.

By 1915, with somewhere between 12,000 and 13,000 cars having been built and of these a good percentage still on the road, the Pierce-Arrow was considered as a top prestige car compared with anything in its price class or even about it. Except for 1928, the name never appeared on the radiator, as it was felt the cars were easily recognizable without it.

In 1920, the two cooling vents located above the bonnet were eliminated and the cowl parking lights were removed, all lighting being replaced in the headlamps. The last right-hand-drive Pierce-Arrows were built late this year Pierce-Arrow being one of the very last American cars to change over to left-hand steering.

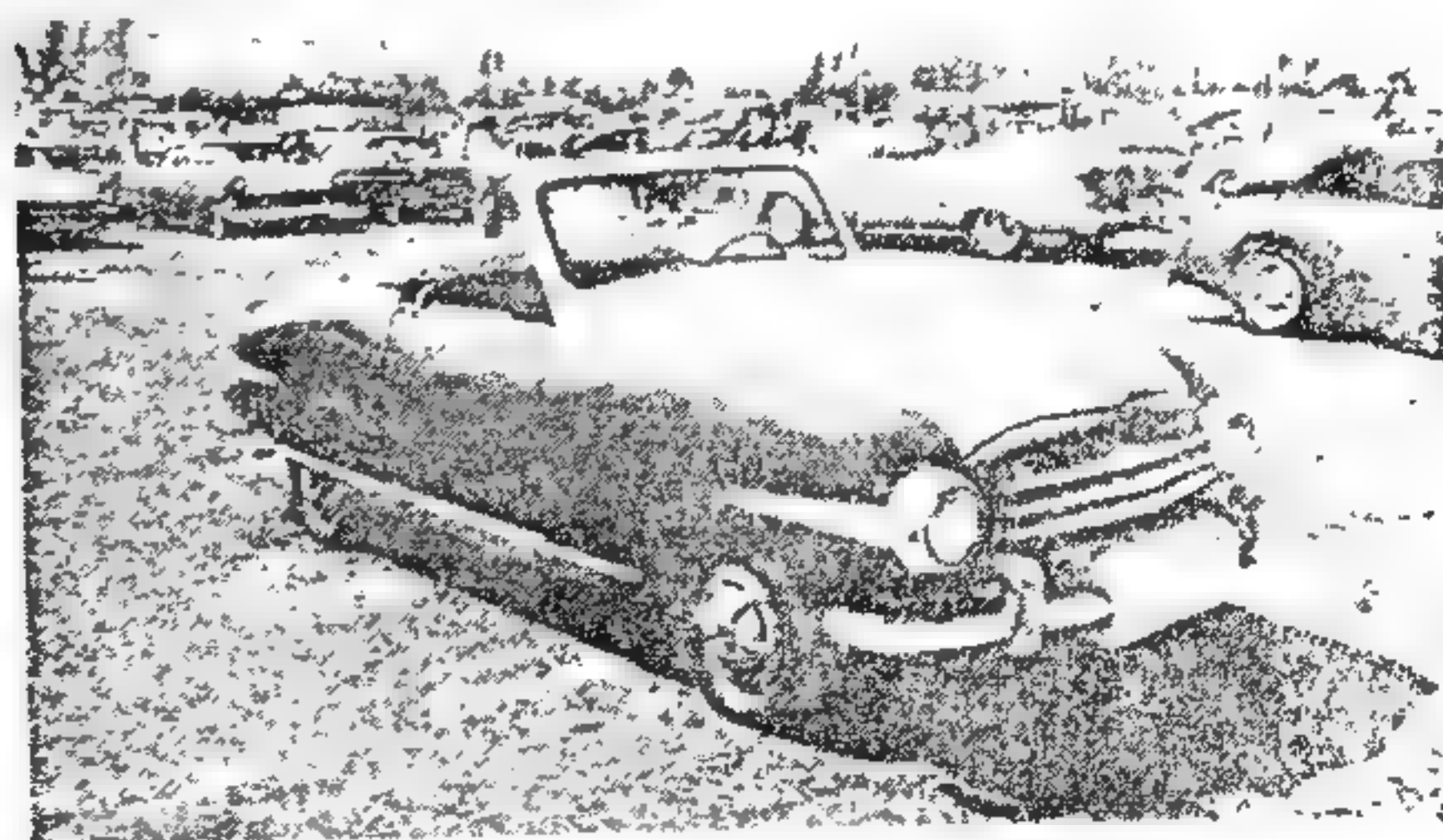
In 1928, the stockholders voted to place the company under the control of the successful Studebaker Corporation because of prevailing business conditions.

A new model was introduced for 1929, the company adopting a straight-8 engine of over 6 litres in place of the old six. The car was offered on two wheelbases at prices beginning at \$2,775, and this was Pierce's best year, with 9,700 cars delivered.

Demand continued to fall, and production with it, in 1931, and for 1932 the company introduced two 12-cylinder lines in addition to its eight, but even then, only 2,692 units were built during the year. These twelves came in 140bhp, 5 $\frac{1}{2}$ -litre, and 150bhp 7-litre forms, priced from \$3,900 up.

For 1933, Pierce introduced a special show car, the Silver Arrow, of which only five were made but which served as an intimation of the shape of cars to come. Priced at \$10,000, the Silver Arrow had a 12-cylinder 175bhp engine and no running boards. A tapered back, split rear window and spare wheels concealed in compartments behind the front wheels made this one of the most talked about cars of the year. It was displayed at the 1933 Chicago World's Fair.

In 1933, a group of Buffalo businessmen made the Pierce-Arrow an entity of its own once more. Ab Jenkins was breaking racing records with Pierce-Arrows and although the publicity was excellent, business was not. After 1934, the basic changes in design were slight. The company turned out both eights and twelves but by 1935, with less than 1,000 cars produced, it was apparent that the end was in sight. Retaining its classic radiator, the Pierce-Arrow limped through 1936 and 1937, and produced a handful in 1938.



1947 Playboy, 2-dr retractable hardtop, 4-cyl

PLAYBOY 1946-1951

Playboy Motor Car Corp, Buffalo, N.Y.

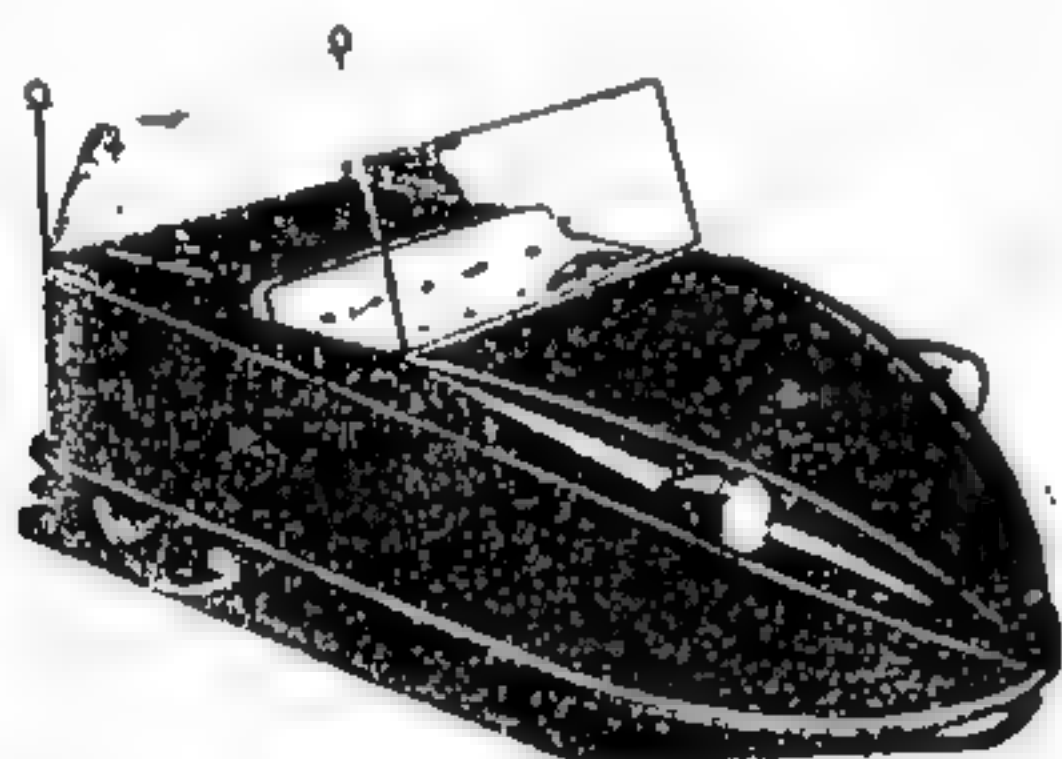
Playboy nearly outlasted the flood of short-lived post-war American makes. The company struggled valiantly and managed to manufacture 97 examples of this compact three-seater convertible before bankruptcy. It was driven by a 40bhp 4-cylinder Continental (originally Hercules) L-head engine, had an automatic transmission and a 7ft 6in wheelbase. Price was \$985.



1924 Pomeroy, 4-dr. sedan.

POMEROY — Cleveland, Ohio — (1920-1922) — Buffalo, New York — (1923-1924) — The car was the idea of the Aluminum Company of America (later Alcoa). The Pomeroy was named for its designer Lawrence Pomeroy.

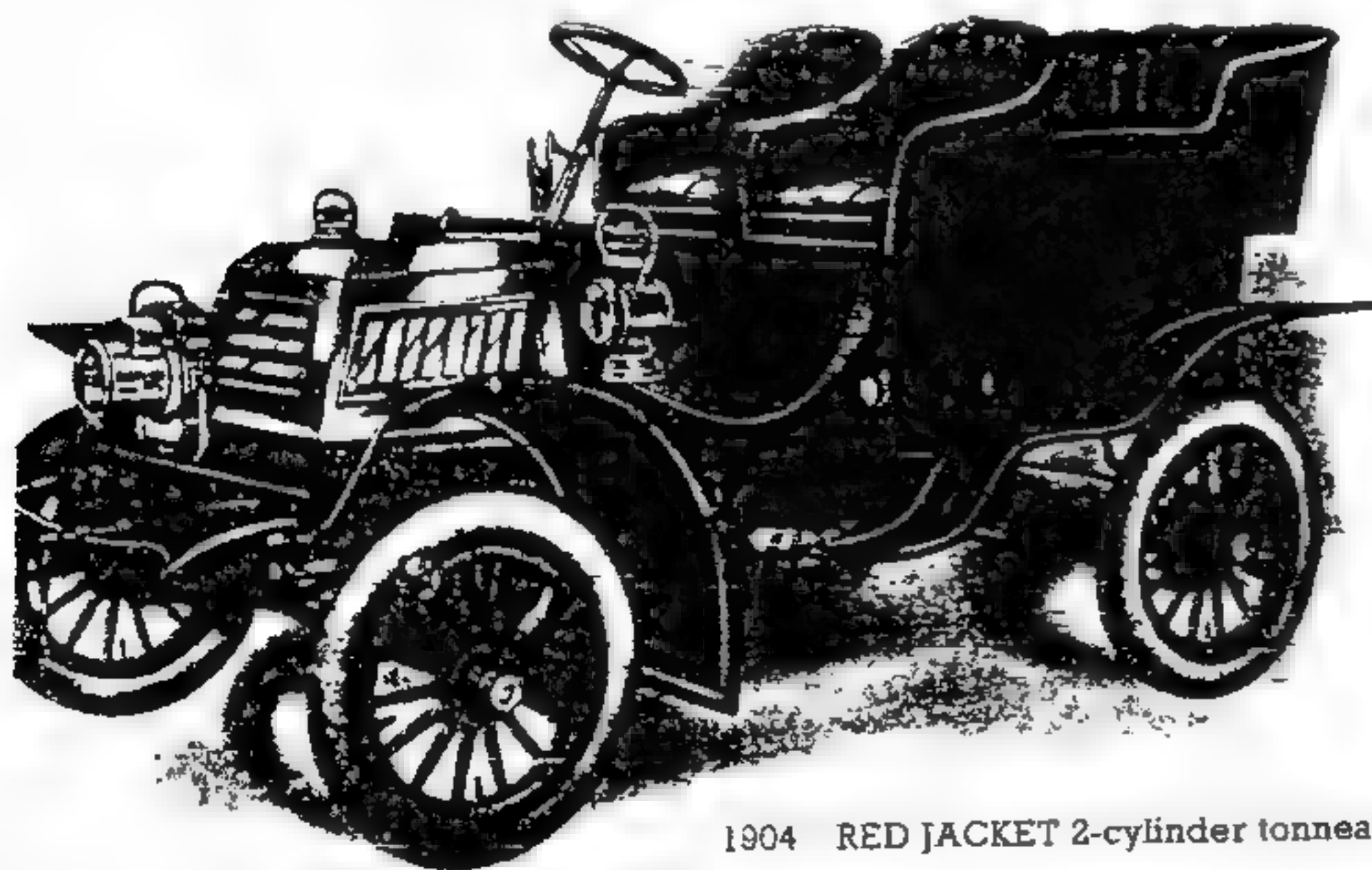
Several hundred thousand dollars was reportedly spent in experimental work, and six cars were built in Cleveland. The engines were fours, the wheelbase was 126 inches, the body style was a five-passenger touring — and approximately eighty-five percent of everything in the Pomeroy was, not surprisingly, aluminum. The cars were extensively tested, and were revealed to the public in April of 1922. Marketing did not follow, however. Instead the scene shifted the following year to Buffalo, New York and the factory of the Pierce-Arrow Motor Car Company. There a six-cylinder 75 hp aluminum engine (similar to the Pierce Arrow 80) was developed and placed in a long 133-inch wheelbase chassis. Again, marketing did not follow. The Aluminum Company of America was not prepared for automobile manufacture, and it has been said that American automobile manufacturers were reluctant to produce an aluminum car simply because one company in the United States at the time had a practical monopoly on the alloy.



1947-
1948

PUBLIX — Ambitious plans were announced for this tiny, economical, three-wheeled car. The single wheel was at the front. Having a smooth, pointed nose, the body was made of aluminum and a cloth or fiberglass top was offered. A variety of aluminum engines were considered and several were offered. The Publix weighed a mere 150 to 250 pounds, depending on the engine used. A number of unusual features were incorporated. The steering wheel was movable to the left or right side, which indicates the company may have been considering exports to countries with lefthand traffic. To save parking space, the car could be tipped onto its back. Production was to have taken place in factories in both Buffalo, New York and across the Niagara River in Fort Erie, Ontario.

Although production plans of 1,000 cars a week were announced, it is not clear if even a single operational prototype was ever built.



1904 RED JACKET 2-cylinder tonneau.

RED JACKET — Buffalo, New York — (1904) — The O.K. Machine Works of Buffalo manufactured transmission gears and diverse auto supplies and for the 1904 season produced a touring car called the Red Jacket. It had a single headlight and lots of brass. A two cylinder 10 hp water cooled engine was mounted under the hood, the transmission was a three speed selective, and final drive was by double chain. The wheelbase was 87 inches, and the price \$1500. Following the discontinuation of the Red Jacket, O.K. Machine Works continued in the automotive supply field. A certificate of involuntary bankruptcy was filed against the company in early February of 1908.



1903 Ripper, runabout.

RIPPER — Buffalo, New York — (1903) — At the Buffalo Automobile Show in March of 1903, the Ripper Motor Carriage Company exhibited a light runabout on a 64-inch wheelbase which featured a 5 hp engine, chain drive and right-hand lever steering. The price tag quoted was \$575. The car was advertised through that summer, but then seemed to disappear by year's end. By autumn of the year following, the man behind the Ripper also disappeared. He was Victor E. Ripper. His Ripper Motor Carriage Company had been headquartered at 616 Main Street in Buffalo, and he was the proprietor of three other stores which sold bicycles and automobiles of other manufacturers. Victor Ripper's disappearance was said to have been the result of certain illegalities in the conduct of his various businesses. Forging promissory notes was among them. Ripper's list of creditors included two Buffalo banks, many local businesses and several prominent businessmen. His total liabilities exceeded \$50,000. It was presumed he had taken his assets with him.

ROSSLER — Buffalo, New York — (1906-1907) — The C. Rossler Manufacturing Company was incorporated in Buffalo in 1903 with a capital stock of \$60,000. For three years following, Rossler sanguinely plied its business as a wagon builder until William A. de Schaum arrived in town and talked the company into building a car. De Schaum finished the prototype of the Rossler high-wheeled runabout in March of 1906. It was powered by a single cylinder 10/12 hp water-cooled engine. Single chain drive and solid rubber tires were featured. Though production was embarked upon, de Schaum was unsatisfied with its laggardly pace and left to build his own car under his own name. There is some evidence that Rossler high-wheelers may have been built into early 1908, by which time the de Schaum highwheeler was coming out the door in another plant across town in Buffalo.

SEVEN LITTLE BUFFALOES — Buffalo, New York — (1909) — The Seven Little Buffaloes of 1909 was the same car which had been marketed in 1908 as the De Schaum. A friction-drive highwheeler, it was powered by a two-cylinder 10 hp air-cooled engine, was priced at \$500, and didn't sell any better than the year before.

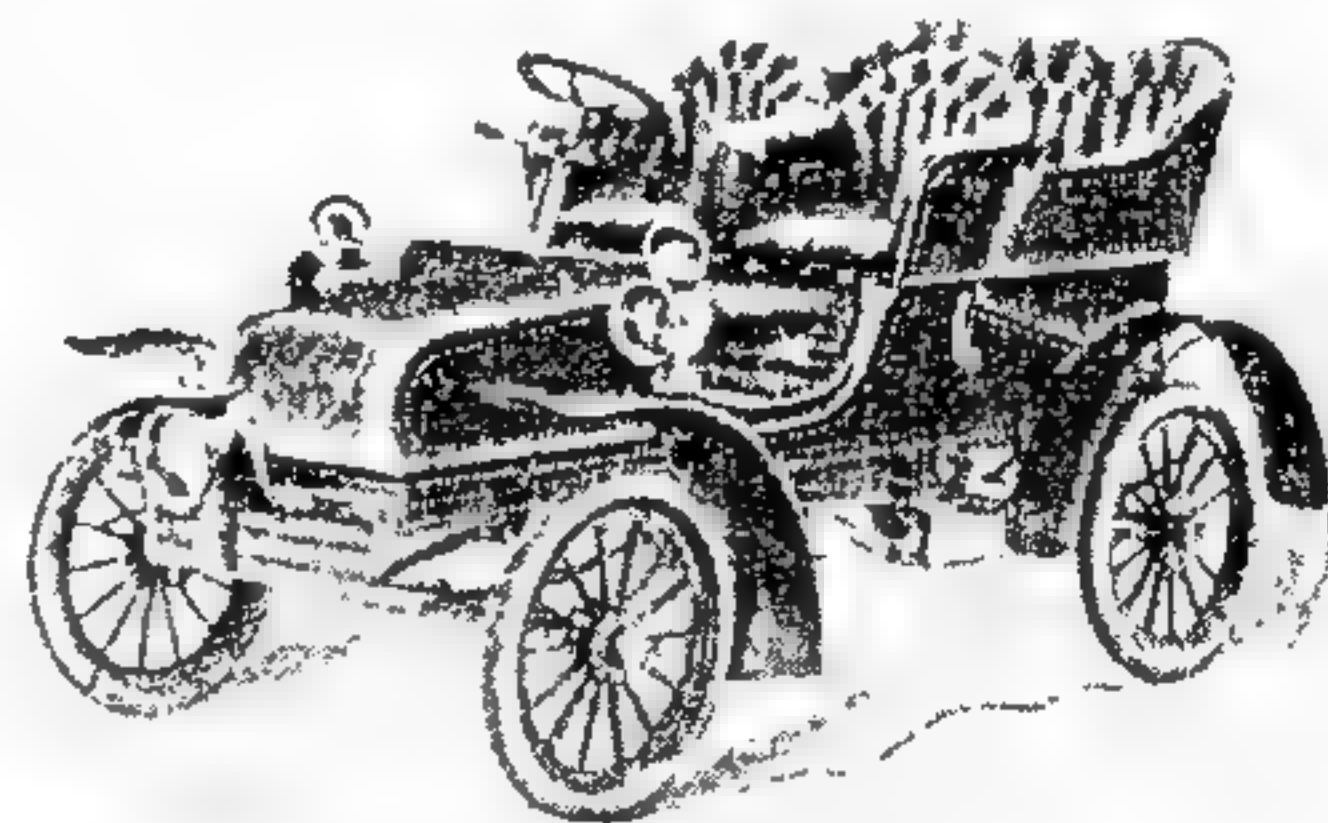
SILVER ARROW — The streamlined Silver Arrow show car was the smash hit of the New York Automobile Show in 1933, and subsequently the Pierce-Arrow Motor Car Company of Buffalo used the name as a model designation beginning in 1934. Refer to Pierce-Arrow.



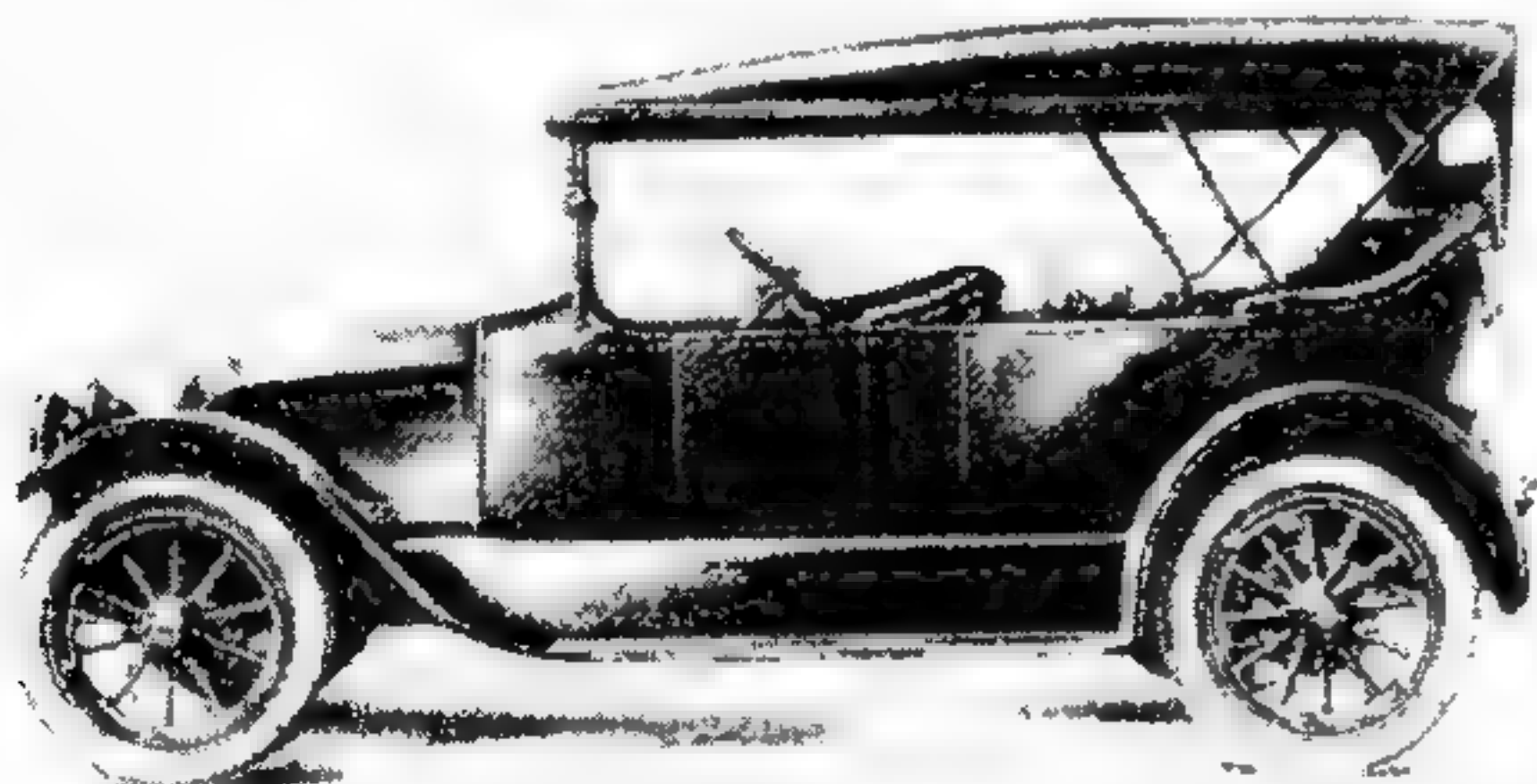
1902 Spaulding, runabout.

SPAULDING — Buffalo, New York — (1902-1903) — In January of 1902, Henry F. Spaulding and his brother C. M. incorporated the Spaulding Automobile & Motor Company in Buffalo. (The previous family business had been the Spaulding Machine Screw Company.) The immediate start up of production was delayed by a lawsuit brought by the Olds Motor Works regarding infringement of its motor patents. Spaulding got around that by redesigning its single-cylinder engine, and manufacture of a run of 100 runabouts began thereafter.

The runabout sold for \$650 in 1902, which was raised to \$700 by January 1903, by which time a larger two-cylinder touring car was added to the line. The tourer had wheel steering and a three speed sliding gear transmission. The runabout steered by tiller and featured a planetary transmission. By February of 1903 the company was in financial trouble, and in March was sold at a receiver's sale to J. F. Morlock who proceeded to build a Spaulding lookalike under his own name.

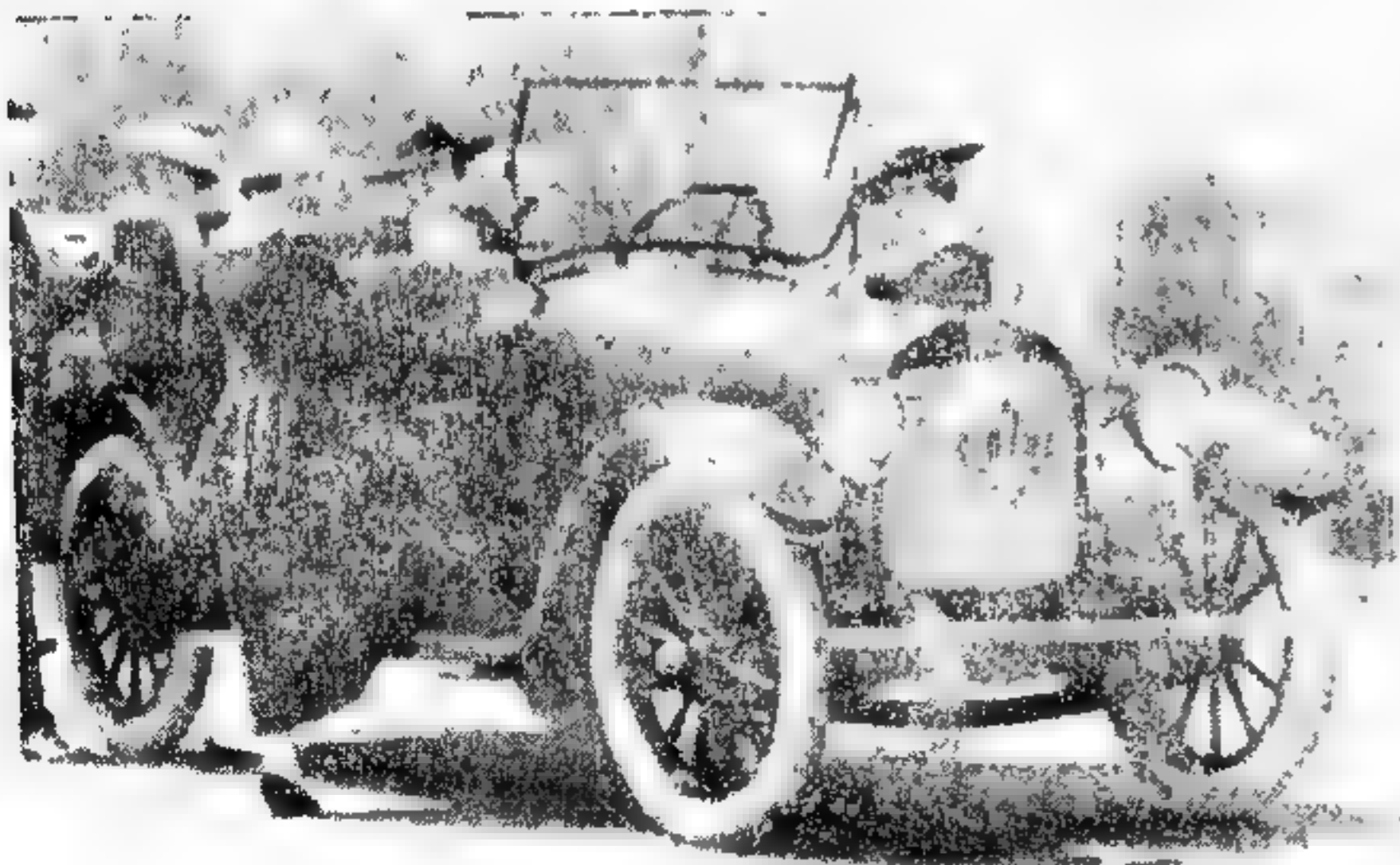


The Thomas Tonneau 1903



1915 Stewart, 7-pass. touring.

STEWART — Buffalo, New York — (1915-1916) — The Stewart Motor Corporation was a prominent manufacturer of commercial vehicles in Buffalo from 1912 until just before the Second World War. For two seasons, 1915-1916, the company also offered a passenger car which, *Automobile Topics* adjudged, was "of more than ordinary pretensions, which are more than reasonably bought at its list price of \$1950." Both a seven-passenger touring car and a three-passenger roadster were available at that price. A six-cylinder 29 hp Continental engine powered the Stewart, and its wheelbase was 127 inches. Like the Stewart truck, the Stewart car was distinguished by its sloping Renault-type hood. The vehicle's radiator was mounted just ahead of the dash. "Practical results have demonstrated that this design is free from liability to injury from external sources," the company said, "and that it cools well under a wide variety of conditions."



1916 Sun, touring.

SUN — Elkhart, Indiana — (1916-1917)

Sun was organized in Buffalo, New York where headquarters were established in an old silk mill but prior to the onset of production the company moved to Elkhart, Indiana and into the two factory buildings formerly occupied by the defunct Sterling and Elmer.

It was a light six designed by Roscoe C. Hoffman that was rated at 23 hp though the Sun Motor Car Company insisted that it developed at least 50 bhp. That was doubtful. A single 116-inch wheelbase featuring shaft drive and a three-speed selector, five sliding gear transmission was used for a model line of four body styles, priced in the \$1000 range.

The Sun car did enjoy a mild initial success, but receivership arrived in September 1917.

1905

EVOLUTION OF THE
Thomas "Flyer"
OR SIX YEARS OF AUTOMOBILE HISTORY

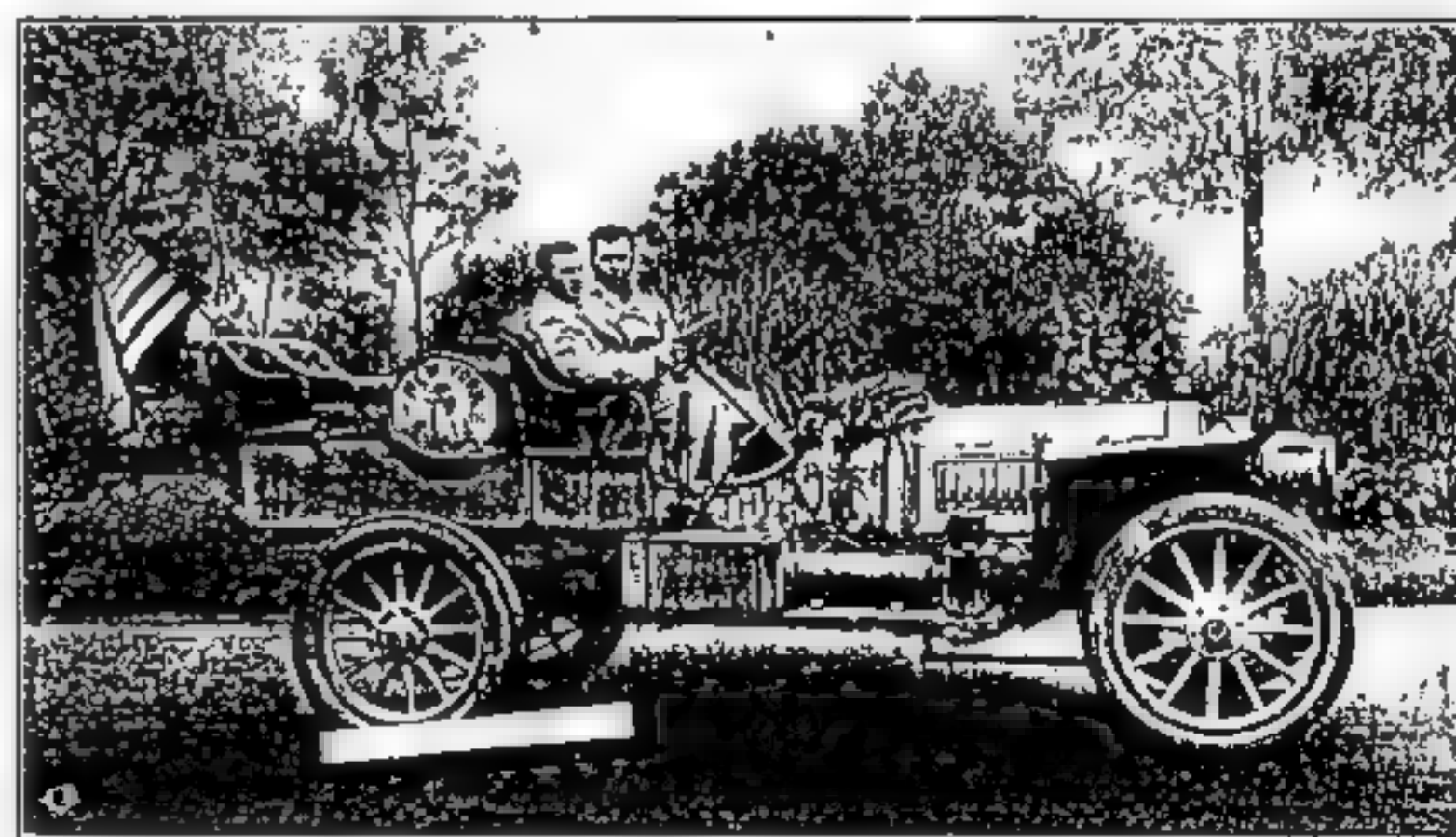
1 CYLINDER—1889—3 H. P., \$600

4 CYLINDERS—1905—40 H. P., \$3,000

Our Catalogue will tell more
May we send you one?

Models at New York and Chicago Shows, always

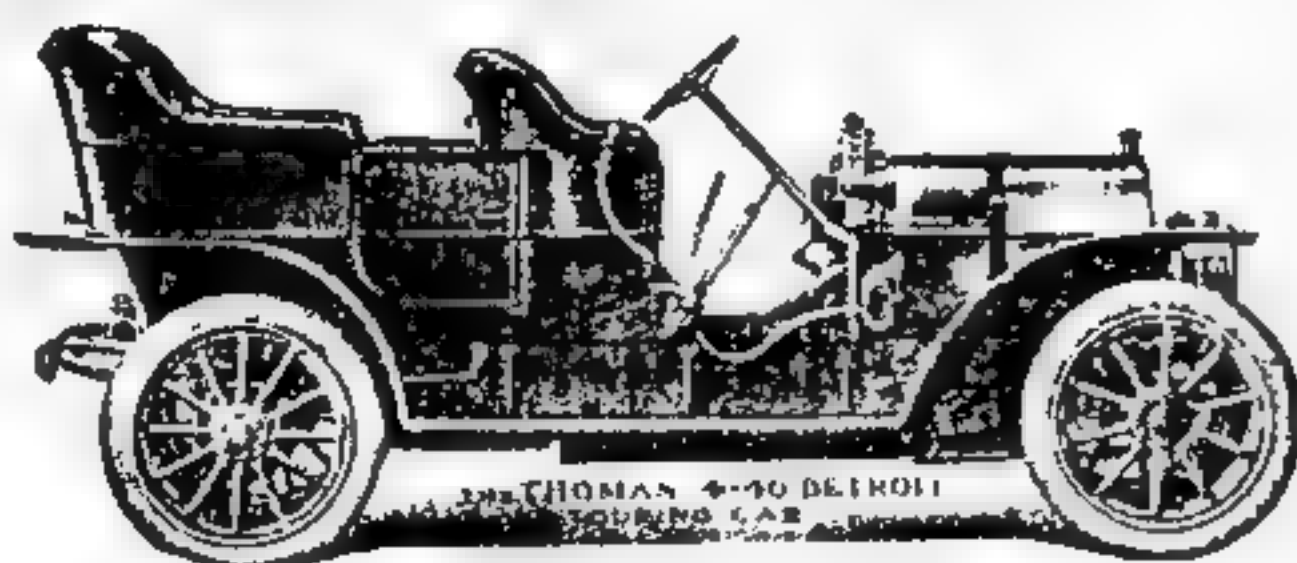
E. R. THOMAS MOTOR CO.
1206 Niagara St., Buffalo, N. Y.
Member American Association of Licensed Automobile Manufacturers



"THOMAS FLYER," WHICH WON THE NEW YORK TO PARIS INTERNATIONAL RACE
(This Car traveled 22,000 miles through the United States, Japan, Siberia, Germany and France. Messrs. Roberts, Schuster and Miller manned the Car in this grueling contest, and brought it into Paris a victor over the other three cars entered in the race.)

THOMAS 1908

A complete line of Motor Cars of the highest quality possible in Design, Material and Workmanship. They will do what you wish your car could do . . .



PRICE, \$2,750

Thomas 4-20 Towncar

The original Towncar, designed for City and Suburban use exclusively. Beautiful bodies, quiet operation, low cost of maintenance. The Society Car.

Thomas 4-60 Flyer

Winner of hundreds of contests of speed, hill-climbing, reliability, and endurance. Has more records than any American car. This year improved, enlarged, and refined.

Thomas 4-40 Detroit

Best of all shaft-drive cars. In power, speed, hill-climbing, and reliability the Thomas Detroit leads the five passenger class.

Thomas 6-70 Special

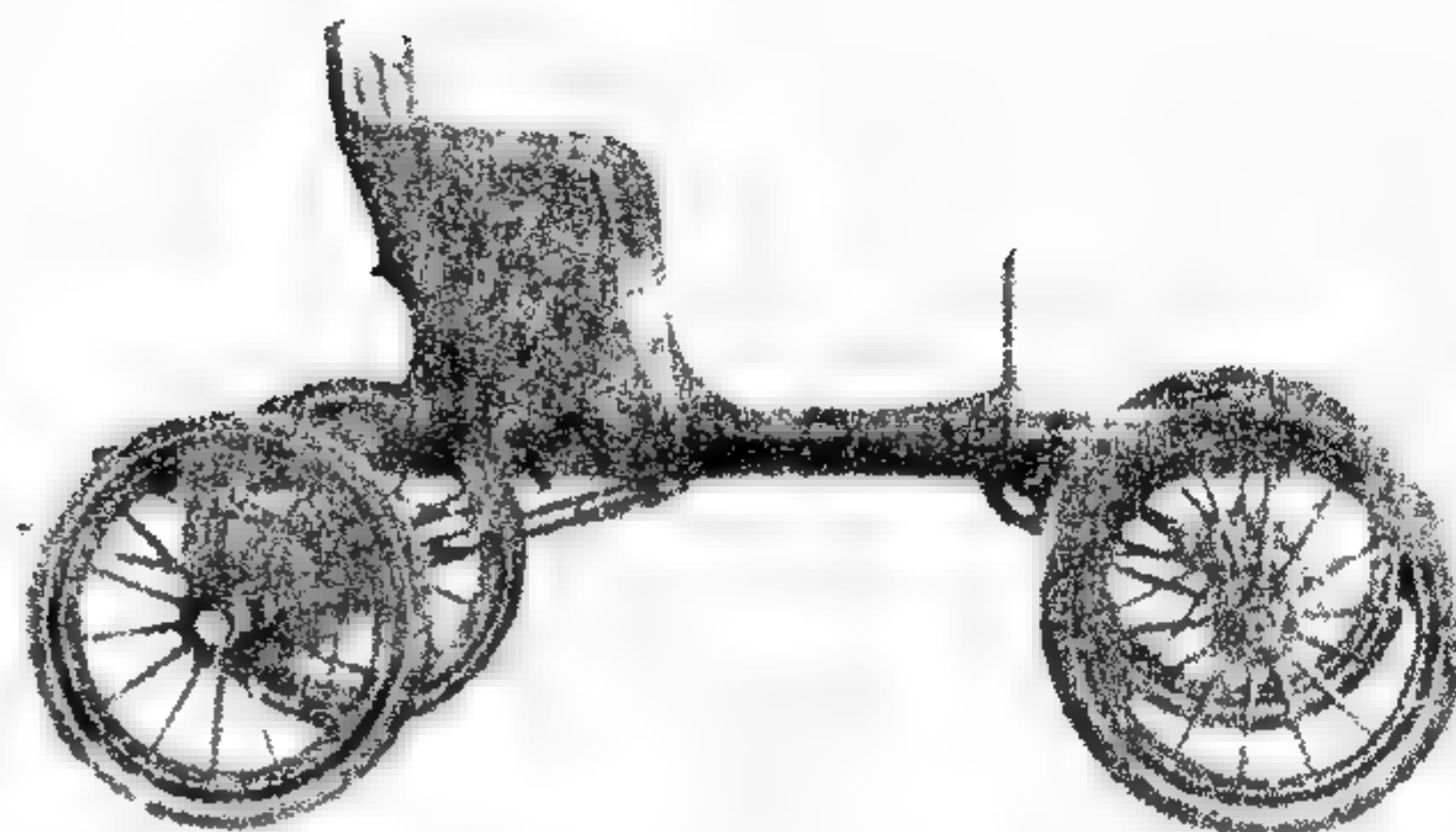
The six-cylinder model of the Thomas Flyer, built by America's pioneer six-cylinder builders. The greatest car in America in speed, size, reliability and refinement.

Thomas Cars Succeed

E. R. THOMAS MOTOR COMPANY

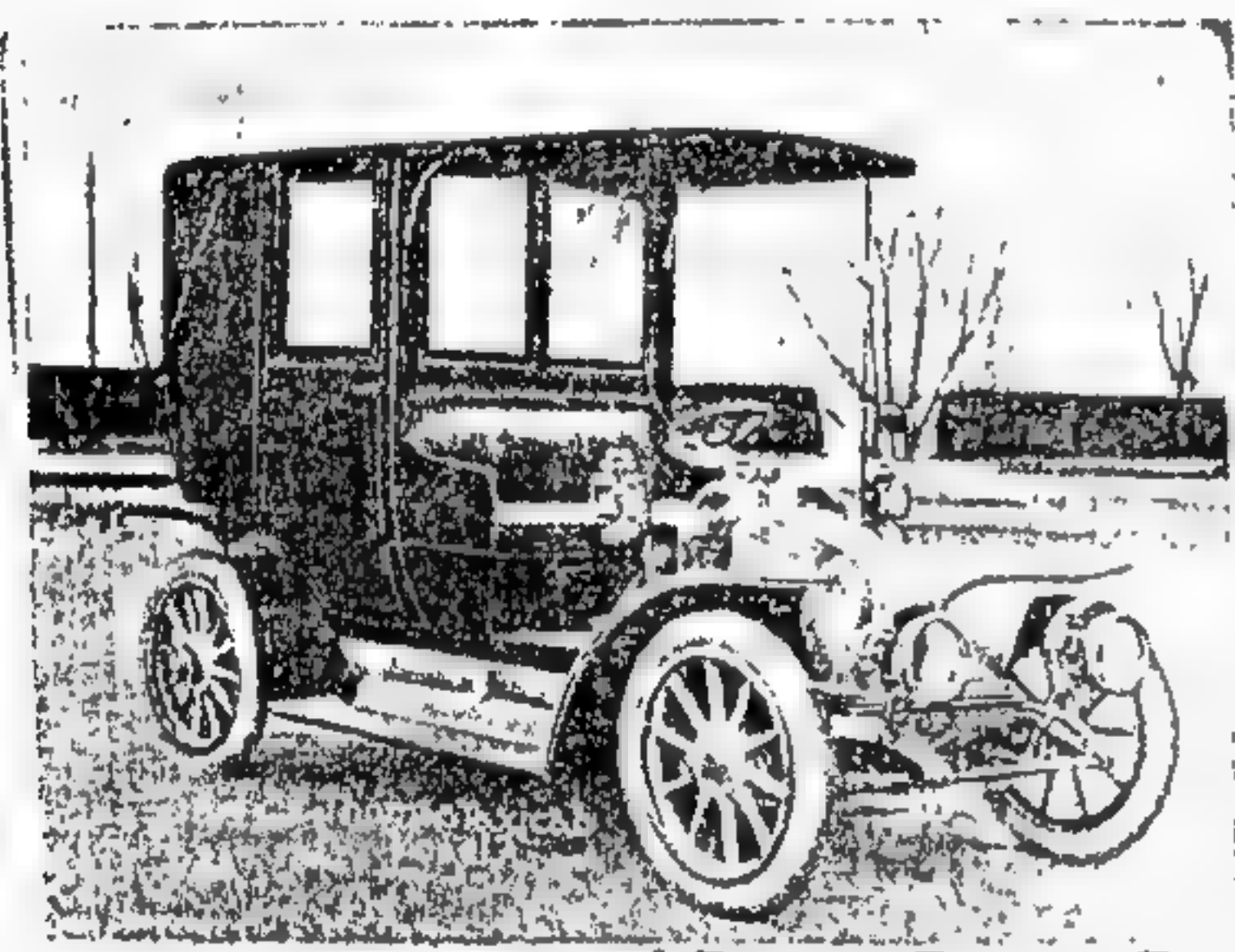
Member A. L. A. M.

Buffalo.



1904 Towanda Electric

TOWANDA ELECTRIC — Towanda, Pennsylvania — (1902-1904) — By the summer of 1902, Charles Lindstrom was well aware that the Niagara Electric he was building in Buffalo, New York was going nowhere, and consequently he sought greener pastures. He thought he found them in Towanda, Pennsylvania. There the Towanda Motor Vehicle Company was organized with a capital stock of \$25,000 for production of his electric car. Company president was George W. Kipp of Punxsutawney, the town famous for its groundhog's prediction each year. Company superintendent was Edward Winckes, whom Lindstrom brought with him from Buffalo. Production of the Towanda Electric began in July of 1902 with a workforce of twenty men. At least seven cars were built before the Towanda people decided to give up that November. Among the reasons for the car's discontinuation undoubtedly was the infeasibility of any electric being marketed in this Pennsylvania mountain region. The Towanda factory on Plank Road remained idle for a year. Then, in 1904, the Towanda Motor Vehicle company was revived for manufacture of running gear, including a complete runabout outfit, with wheels and seats, but no engine.



A THOMAS TAXICAB

The Buffalo Taxicab Company was organized in the spring of 1909 with a capital stock of \$200,000 "to manufacture, sell and rent motor cars, as well as operate a livery and garage." This company was the taxicab-producing arm of the E. R. Thomas Motor Company which had been producing the Thomas cars in Buffalo since 1903.

THOMAS 1902-1919

(1) E. R. Thomas Motor Co, Buffalo, N.Y. 1902-1911

(2) E. R. Thomas Motor Car Co, Buffalo, N.Y. 1911-1919

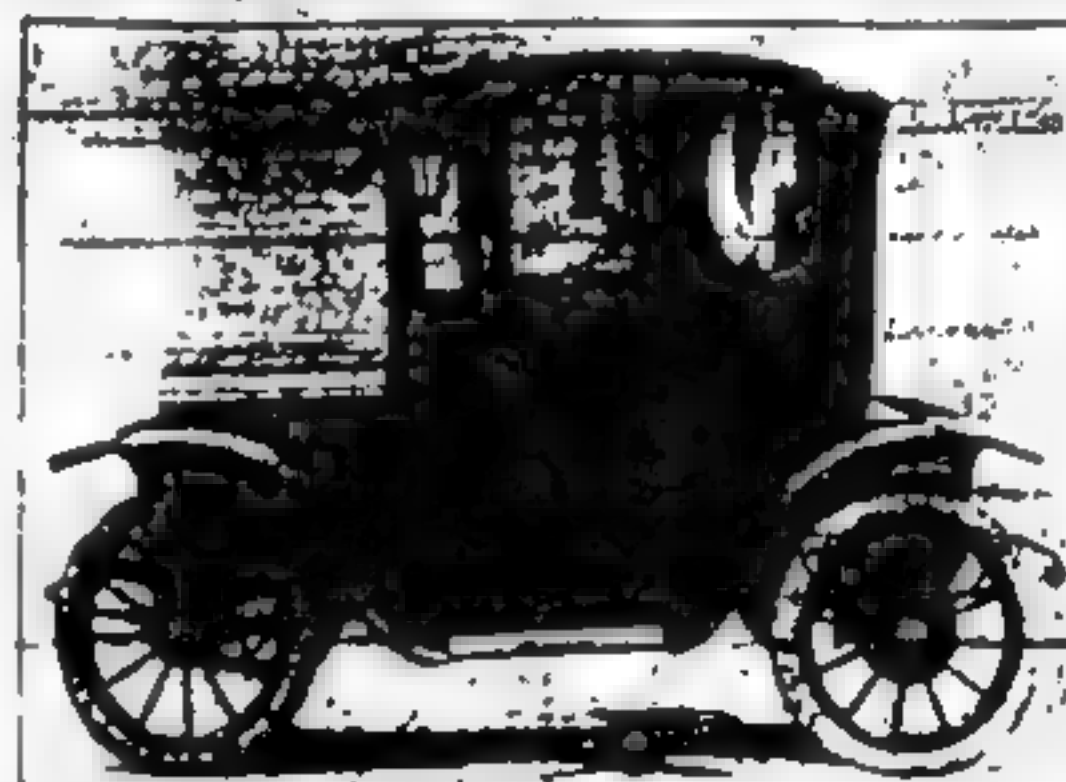
The first Thomas-built car was the Autotwo of 1899, but from 1900 to 1902 Thomas built engines only, having granted a licence to the Buffalo Automobile & Auto-Bi Company to build light cars and motorcycles (see Buffalo (i)). In 1902 Thomas took over Buffalo's operations and in July 1903 introduced a touring car powered by a 24hp 3-cylinder in-line engine. A De Dion-type bonnet was used with a gridded-tube radiator slung low in front, but by November 1903 this had been replaced by a conventional bonnet and honeycomb radiator. These cars used double chain drive. For 1905 the model was called a 24/30hp, and this year

saw the introduction of larger 40 and 50hp 4-cylinder cars, together with a bonnet six. The name Thomas Flyer was applied to the cars from 1905 onwards, and a wide range of bodies was offered, from two-seater racer to limousine. The most famous model was the K-6-70, with a 72hp 6-cylinder engine; it was one of these which won the 1908 New York to Paris Race. This car, which was sold at auction in 1913 for \$200, is now a priceless part of Harrah's Automobile Collection at Reno.

One chain-driven model was continued into 1909, but later Thomases tended to be more sedate, with emphasis on town cars and landaus. In 1911 and 1912 only 6-cylinder models were made. The Model 6-70 was continued to the end, its massive 12.8-litre engine being the largest in the range. Cars were listed up to 1919, available to special order only.

Common Sense Suggests the Buying of a Shaft Driven Electric

Study the Outlook Before Purchasing a Chain Driven Car.



The man who contemplates the purchase of a chain-driven car ought to get some inside advice before he does so. It isn't a closely guarded secret that most manufacturers will adopt the shaft drive as soon as they can discover a practical way of doing so. This is already patented. The well-known electric deprecate in value! Answer the question for yourself.

VAN WAGONER THE IDEAL CAR FOR WOMEN

THREE MODELS, \$1,800 TO \$2,500.

The Van Wagoner is a direct shaft drive car—no chains to rattle—no complicated parts to get out of order.

It is the one car all women admire—the graceful design—tasteful and luxurious upholstery—the rich but not gaudy finish, and the elegance of its equipment appeal to refined women.

If you order a car now for Christmas delivery you can have it finished and trimmed to suit your own taste—any repairs we make are free.

We invite every woman who wishes to know more about the new Van Wagoner Electric to travel immediately on a demonstration trip over any route she may suggest. Just call Brown 723 and we will send our demonstrator to your home—a demonstration puts you under no obligation whatever.

CLARK MOTOR CO.
Telephone, Brown 723. 2665 Main St.

VAN WAGONER ELECTRIC (1912-1919)

Same as Clark Electric with improvements. One lever for all speeds, forward and reverse.

WHYLAND-NELSON — Buffalo, New York — (1912-1913) / WHYLAND CYCLECAR — (1914) — Few cars resulted from either of the incarnations of this Buffalo venture which began late in 1911 with the establishment of the Whyland-Nelson Motor Car Company at 49-53 Illinois Street. Frank V. Whyland, formerly of the Berkshire Auto-Car Company, spearheaded its organization, Joel Nelson was his general manager, and the idea was manufacture of a light gasoline touring car with convertible delivery box attachment. By the end of 1913, however, Whyland had a better idea, shed himself of Nelson and latched on to the ubiquitous E.T. Birdsall. For Whyland's new F.V. Whyland & Company, Birdsall designed a cyclecar with four-cylinder four-stroke air-cooled engine, 100-inch wheelbase chassis and standard 56-inch tread. Whyland announced a \$450 price tag and production of a thousand cars for 1914. Conceivably, however, he may never have proceeded into production at all. Meanwhile, he was also involved with the Buffalo automotive venture that was producing the Comet, another ill-starred enterprise.

WRIGHT — Buffalo, New York — (1920) — Fred Wright of Buffalo had spent two decades in the marine and aviation engine field and was a foreman for the Curtiss Airplane and Motors Corporation in 1920 when he built an automobile for ten times less what a new Model T Ford would have cost him. Junkyards supplied his parts, with the chassis costing \$22.50, the largest single expense a set of discarded tires and inner tubes for five bucks, and the total car coming in at less than \$50.

KIT CARS - (Component Cars)

Antique and Classic Cars Inc. - 1971-1978?

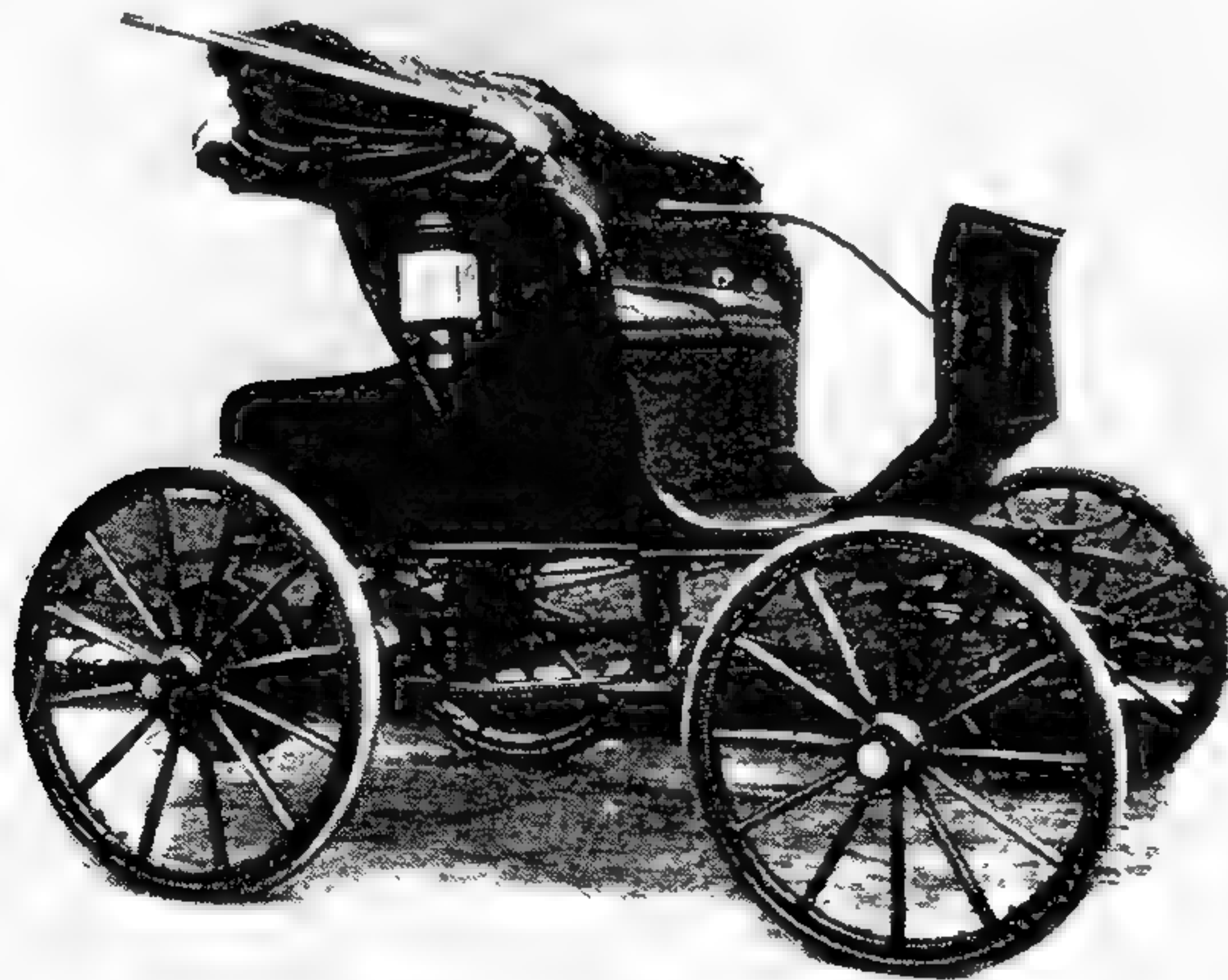
1927 Bugatti

1930 Bentley

1931 Alfa Romeo

1934 Frazer Nash

ADDENDUM



1905 Buffalo Electric (National Automotive History Collection, D.P.L.)

CARS MADE IN

BUFFALO AND AREA

BEFORE 1900

Arrow Locomotor - 1896

Bird - 1895-98

Buffalo - 1899

Kensington - 1899-1904

Martin - 1898-99

Mc Glashan - 1899

East Otto

CARS SUPPOSEDLY MADE IN BUFFALO-
MANUFACTURE NOT VERIFIED

Barone - 1915	Service - 1902-1905
Baynes Electric - 1901 Also named Sowers (both probably electric)	Sowers - 1901 Refer Baynes
Buffalo Electric - 1905 Buffalo Electric Cab Co.	Sperry Electric - 1898-1902 Connection with National Battery Co. of Buffalo?
Buffalo Motor Carriage Co. - 1926	Stanbon - 1907-1908
Buffalo Steamer - 1903	Stanbow - 1907-1908 Refer Stanbon
Century Electric - 1901-1903	Stearns - date? Steam Stearns Steam Carriage Co., Syracuse, N.Y., 1900-1902 ?
Courier - 1905-1906	
Curier - 1905-1906 Refer Courier	
Decker - 1903	Wyandotte - 1910 Wyandotte Motor Co. The following, circa 1910, actually all high wheelers, connected companies: De Shaum Hornell Motor Co. Seven Little Buffaloes Wyandotte Motor Co.
Denison - 1907	
Electromobile - 1902 Buffalo Electric Carriage Co.?	
Jay - 1908 Steamer	
Keim Mills - Early 1900s Steamer	
Lippert - 1907	
McCue - 1912-1913	
Noble - 1933 Warren Noble	

NOBLE — Detroit, Michigan — (1914 et seq.) — Although no manufactured automobile bore his name, Warren Noble was responsible for a number of prototypes built under contract for various manufacturers. A native of Great Britain, he had been a gynecologist in Dublin prior to emigrating to the United States to become an automotive engineer. Among his clients during his years in Detroit as a member of the consulting engineering firm of Noble & Harris were Walter E. Flanders, John N. Willys and Henry Ford. During the Thirties he served as Supreme Director of Industrialization for the Union of Socialist Soviet Republics and later was consultant to Rumanian automakers. Prior to World War II his experiments included the design and development of a detachable power unit for automobiles. He died in Amityville, New York in 1950 at the age of sixty five.

Russell Motor Car Incorporated of Buffalo, New York, which made munitions during the First World War, was a Canadian Co. which made automobiles from 1905-1910, and was a holding company thereafter. Buffalo automobile production not verified.

BUFFALO COMPANIES WHICH ORGANIZED BUT APPARENTLY DID NOT PRODUCE CARS

AMERICAN DARRACQ — Early in 1902 the Kensington Automobile Company of Buffalo, New York began negotiations with Societe A. Darracq of Suresnes, France for production of the Darracq under license in the United States. The negotiations fell through, however, and though a subsequent Kensington had a French look, it was not an American-built Darracq. The Darracq was imported into this country by another firm altogether, the American Darracq Automobile Company, headed by F.A. La Roche.

AUSTIN-LYMAN — The Austin-Lyman Company has been indicated on numerous rosters as an automobile producer in 1909 in Buffalo, New York. No firm of that name was listed in the Buffalo city directories from 1907 through 1911.

Auto Rapid Transit Company, in Buffalo, New York during the summer of 1905, with a capital stock of \$5000 to manufacture "automobiles, boats and vehicles." John M. and Catherine L. Campbell and Michael F. Durnberger were the incorporators, all of Buffalo.

The Auto-Tri Manufacturing Company was a Buffalo, New York incorporation from the summer of 1909. The capital stock was \$200,000, the incorporators were G.R. Bidwell, W.S. Bull and W.M. Bowen, the plan was the "manufacture, repair, rental and sale of automobiles." Manufacture apparently did not result.

The Automobile Vehicle Corporation was a \$20,000 incorporation from Buffalo, New York during the summer of 1912. A.L. Kenyon, Frank H. O'Neill, Otto A. Hegelm and James C. Fox were behind this venture, which is not documented to have produced a single car.

BALLOU — The F.A. Ballou Company was organized in Buffalo, New York early in 1910 with a capital stock of \$25,000 and the plan to "manufacture and deal in boats, bicycles, motorcars and other vehicles." In addition to Ballou himself, C.H. Phillips and H.J. Harris were involved in this venture. Manufacture is not indicated.

BALTON — Buffalo, New York — (1919) — "The new car is to be built for speed and power," the Charles A. Balton Engineering Corporation of Buffalo said in late 1919. "It will have a four-cylinder motor of 187 (sic) horsepower, 3300 rpm, with a rated horsepower of 28.7. It will weigh 3100 pounds without body or accessories and will develop in its sport model a speed of 100 miles an hour." Charles A. Balton was the former chief engineer of Luverne in Minnesota, he planned to call his new car the New Era, and there is no evidence it ever happened.

BROOKS — During the summer of 1912, the Brooks Motor Car Company was incorporated in Buffalo, New York with a capital stock of \$100,000 for the manufacture of gasoline automobiles of all kinds, including taxicabs. "It will operate a factory in Buffalo," the press reported, "and plans to turn out a large number of cars annually, increasing the capital stock as required by the business." It does not appear this venture proceeded any further than the grand plans of its incorporators, Herman G. Rechsteiner, George B. North and B.O. Kerr.

BUFFALO — A veritable herd of Buffaloes were planned in Upstate New York in addition to those which ultimately did ride the roads.

The Buffalo Co-Operative Motor Car Company has been indicated on various car rosters as having produced a car in 1913-1914. City directories indicate the presence of no such firm in town at that time; its name suggests in any case that it was organized as a dealership, a number of similar "co-operatives" being organized throughout the country during this period.

The Buffalo Garage Company was organized early in 1904 with a capital stock of \$30,000 to "manufacture, sell, rent and store motor vehicles." Incorporators were George H. Smith, Benjamin F. Milsom and Byron D. Schultz. Manufacture is doubted.

The Buffalo General Manufacturing Company was organized in early 1909 by J.R. Kean and D.B. Doan with a capital stock of \$6000 for manufacture of motorcars, a plan unrealized.

The Buffalo Maintenance Company was organized by Harold Kaiser, J.H. Preston, Jr. and Charles Hoxie during the fall of 1909 to "manufacture motor cars, power wagons and motor boats." Capital stock was \$5000, and manufacture did not follow.

The Buffalo Motor Car Company was organized early in 1904 by Frank I. Alliger, Frederick Wende and William A. Lutz, who apparently looked around and saw all the other Buffaloes in town and almost immediately decided to change the name of their venture to Bison Motor Company.

The Buffalo Motor Vehicle Company was organized in late 1911 with a capital stock of \$100,000 and the plan to "manufacture, sell and repair automobiles." W.R. Hunteley, J.H. Vailm and C.R. Hunteley were the incorporators. Manufacture has not been documented.

The Buffalo Specialty Company was organized with a capital stock of \$500,000 during the early summer of 1905 by Oliver Cabana, Jr., Egbert

T. Brown and M.T. Cabana. Manufacture of automobiles were planned, but has not been substantiated.

The Buffalo Spring and Gear Company at 1520 Niagara Street was listed as an automobile manufacturer in the Hiscox book *Horseless Vehicles, Automobiles, Motor Cycles* published in 1900. Further documentation is lacking.

BUYERS — The Buyers and Manufacturers Automobile Company was organized with a capital stock of \$300,000 in Buffalo, New York during the spring of 1904. Directors Carl Thorden, W.H. Van Deusen and C.V. Roty indicated their intention to manufacture automobiles. This does not appear to have happened.

CHESTER — The Chester Auto Company was organized in Buffalo, New York early in 1908 with a capital stock of \$7500 for the manufacture of motor vehicles. A.J. Chester, L.F. Williams and Fred D. Russell backed this venture. Manufacture is doubted.

DENNISTON — Early in 1911, from Buffalo, New York, came word that the Denniston Company was taking over the business of the C.E. Denniston Company and recapitalizing at \$150,000 for the purpose of motor car manufacture. During the late summer of the year following, however, when Denniston went into bankruptcy, it was revealed that the firm's product had been bodies for automobiles only. The Buffalo Electric Vehicle Company moved into the old Denniston plant.

EADIE — The Eadie Vehicle & Gear Company was organized in Buffalo, New York early in 1912 with a capital stock of \$200,000 for the manufacture of motorcars and parts. John M. Eadie, George P. Keating and Seward H. Millener, all of Buffalo, were the incorporators. Manufacture of an automobile is doubted.

ECKHARDT & SOUTER — Buffalo, New York — (1903) — The Eckhardt & Souter was introduced at the Buffalo Automobile Show at City Convention Hall on March 9th, 1903. Designed by John Eckhardt, it was a four-cylinder two-stroke 25 hp touring car with a three-speed sliding gear transmission and wooden wheels with sixteen spokes. Said to be "very substantially built," it weighed 2400 pounds. A price was not quoted. The car was intended to be manufactured by the new Eckhardt & Souter Automobile Company at premises leased at 288 Triangle Street in Buffalo. Available sources do not indicate that production ever resulted.

ELLCOTT — The Ellicott Steam Vehicle Company was organized during the fall of 1906 as a \$1.5 million Maine incorporation for the manufacture of automobiles in Buffalo, New York. Thomas G. Shaw and Andrew Borst were among the people involved. Whether any cars at all resulted has not been documented. During the fall of 1907 the Standard Oil Company petitioned Ellicott (then styled the Ellicott Motor Car Company) into involuntary bankruptcy with indicated debts of \$889.89. The firm was discharged in bankruptcy during the summer of 1908, and returned to the automobile business as the Ellicott Garage at 988 Ellicott Street where it repaired and remodeled cars, and that fall branched into body building.

The Excelsior Machine Company of Buffalo, New York has appeared on various car rosters as the manufacturer of an automobile in 1899. The firm does not appear in the Buffalo city directory for that year or the years surrounding. The Excelsior Machine Company is indicated, however, at Military Road near City Line in 1895. Documentation of any automobile built is lacking.

The Globe Power Company was organized in Buffalo, New York during the summer of 1903 with a capital stock of \$200,000 for the manufacture of "power machinery and automobiles." Incorporators were William F. Hoffman, Elmer E. Hoover and George H. Hoover. Manufacture of an automobile is doubted.

HAYS-SCHOEPFLIN — The Hays-Schoepflin Company of Buffalo, New York was organized late in 1910 with a capital stock of \$10,000 for the manufacture of "automobiles and auto trucks." The partners involved were Walter Hays and Louis G. Schoepflin. Manufacture is doubted.

HOUK — In late 1913 George W. Houk organized his Houk Manufacturing Company in Buffalo, New York with a capital stock of \$900,000. Although he indicated a plan to produce automobiles, there is no evidence that he ever did so. The Houk wheel became famous, of course.

HYLE — The Hyle Spring Hub Company was organized in Buffalo, New York late in 1908 with a capital stock of \$150,000 for the manufacture of "motors, engines, machinery, cars, carriages, boats and motor vehicles." Behind this venture were W.A. Hyle and Blum Yates of Buffalo, and V.E. Peckham of Jamestown. Manufacture of a car is doubted.

BUFFALO COMPANIES WHICH ORGANIZED BUT APPARENTLY DID NOT PRODUCE CARS

KANE — The Kane-Champlin Company was organized in Buffalo, New York during the summer of 1905 with a capital stock of \$10,000 to manufacture and deal in automobiles. Incorporators were Oliver P. Champlin, Charles R. Ham and Gertrude R. Kane. Manufacture is doubted.

The Superior Motor Vehicle Company of Buffalo, New York, organized early in 1910 with a capital stock of \$200,000 by H. A. Hamman, J. Lansing and I. T. Gleason.

KOEN — The James B. Koen Company was organized in Buffalo, New York early in 1908 with a capital stock of \$10,000 for the manufacture of automobiles. Fellow Buffalo residents joining Koen in this venture were John Van Arsdale and James Griffin. Manufacture is doubted.

W & L — The W & L Manufacturing Company, Inc. of Buffalo, New York was organized during the fall of 1914 with a capital stock of \$30,000 to manufacture, deal in and repair automobiles. The initials translated to H. Z. White and Benjamin C. Lee. Manufacture is doubted.

The Meyer Motor Car Company was organized in Buffalo, New York late in 1913 with a \$50,000 capital stock to manufacture and deal in automobiles. Behind this venture were Arthur C. Meyer, Clayton H. Meyer and Franklin B. L. Stone. Manufacture is doubted.

WOOLVERTON — G. C. Woolverton of Buffalo, New York was among the hopefuls who entered the Chicago Times-Herald Contest of 1895 with an automobile of his own design. He did not make it to the starting line, however, and whether he ever completed his vehicle has not been documented.

Midget

The Greenfield-Lippman Advertising Co. of Buffalo, N. Y., announced a car called the Midget in 1947, but nothing else was ever heard of the venture. The reason for this is very simple — the car did not come out under its own name, but was introduced under the name Playboy. Greenfield-Lippman was the ad agency that handled the Playboy account, and Playboy was produced by Midget Motor Car Mfg. Co. of Buffalo. It seems that the ad agency announced a fictitious car to stir interest in the Buffalo automotive scene. And, more than likely, the agency called the car the Midget for want of a better name before the Playboy handle was decided upon. Whatever the details are, the name Midget remains on lists of American cars, even though the name is actually that of the company which produced the Playboy car.

ADDENDUM

BURNS — Buffalo, New York — (1903) — The Burns Typewriter Company of Buffalo was one of countless firms doing business in another field at the turn of the century which believed that an automobile might be a profitable sideline. Early in 1903 the Burns people built and tested a gasoline automobile, then changed their minds, announcing that fall that they "have decided not to manufacture for the present." Nor the future either, as it turned out.

The Motor Carletta Company of Buffalo, New York, organized late in 1913 with a capital stock of \$10,000 for the manufacture of automobiles. Incorporators were Henry J. Carrigan, C. J. Kern and A. M. Pearsall, all of Buffalo.

NEAL — The Neal, Clark and Neal Company was organized in Buffalo, New York late in 1910 with a capital stock of \$75,000 "to manufacture and sell bicycles, motor cars and accessories." Incorporators were O. L. Neal, H. B. Clark and R. E. Neal. Manufacture of an automobile is doubted.

QUEEN CITY — Buffalo, New York — (1911) — In Buffalo, during the early fall of 1911, the Queen City Electric Automobile Company was organized with a capital stock of \$50,000 for the manufacture of automobiles. A. C. Towne, C. S. Chamberlain and Moses T. Day were the principals involved. Manufacture did not follow.

RICK — F. F. Rick & Company was organized in Buffalo, New York early in 1907 with a capital stock of \$10,000 for the manufacture of motor vehicles. The Ricks involved were Frederick F., Otto R. and Thomas A. Rick. Manufacture of a car is doubted.

SIZER — Buffalo, New York — (1908) — That the Sizer Forge Company of Buffalo was "working on the plans of a high-powered runabout with a view of engaging in its manufacture" was reported in August of 1908 by *The Motor World*, the magazine also announcing that Sizer was "in the market for a number of the necessary components." Whether the firm ever got them and completed a prototype is not known, but despite subsequent references to impending manufacture by Sizer, the weight of evidence indicates that it never happened.

STAR — The Star Automobile company was organized in Buffalo, New York during the spring of 1904 with a capital stock of \$10,000 for the manufacture of automobiles. Incorporators were Daniel B. Driscoll, E. E. Chambers and Daniel Burgmaster. Manufacture is doubted.

STRAUSS — The firm of Joseph Strauss & Son was organized in Buffalo, New York late in 1908 with a capital stock of \$100,000 to manufacture and deal in bicycles and automobiles. Joseph Strauss and George C. Strauss were the partners involved. Manufacture of a car is doubted.

TRUCKS MADE IN BUFFALO

Atterbury - 1909-1935

Auto-Car - 1903-1909

Auto-Quad - 1901

Automatic Electric - 1915-1925
Automatic Transportation Co.
Prototype

Auto-Tri Manufacturing Co. - 1909
Prototype

Bruner - 1909-1910

Buffalo - 1908-1910

Buffalo - 1927-1928
Buffalo Fire Appliance Corp.

Buffalo Electric - 1913-1915
Buffalo Electric Vehicle Co.

Buffalo Gasoline Motor Co. - 1901
Prototype

Champion-Rotary - 1922-1923
Prototype-no information

Cloverleaf Milling Co. - 1914
Prototype

Conrad - 1900-1903
Steam

Denniston - 1911-1912

De Schaum - 1909
Prototype

Charles A. Finnegan - 1913
No information

Hercules Electric - 1907
James MacNaughton
Refer drawing Hercules under
cars made in Buffalo

Iroquois - 1906-1908

Ivey Motor Truck Co. - 1913
Prototype

Kopp - 1907-1914

Lippard-Stewart - 1911-1918

Pierce-Arrow - 1910-1932

L. G. Schoepflin Co. - 1914
Prototype

Step-N-Drive Truck Corp. - 1928
Truck related equipment.
Converted Fords and others
for multi-stop service.

Stewart - 1911-1942

E. R. Thomas Motor Car Co. - 1905-
1917. Passenger cars. Larger
chassis used for taxis, fire
trucks, ambulances. Truck
production doubtful. Refer
Auto-Quad.

Transcontinental Motor Truck Corp.
- 1917. Prototype

Van Wagner Commercial Cars - 1911
Clark Motor Co.

Victor - 1913-1915

Willetts - 1913-1914

Buses -
Brooks - 1927-1928

Twin Coach - 1946-1951

Special Vehicles -

Aqua-Cheetah- 1941

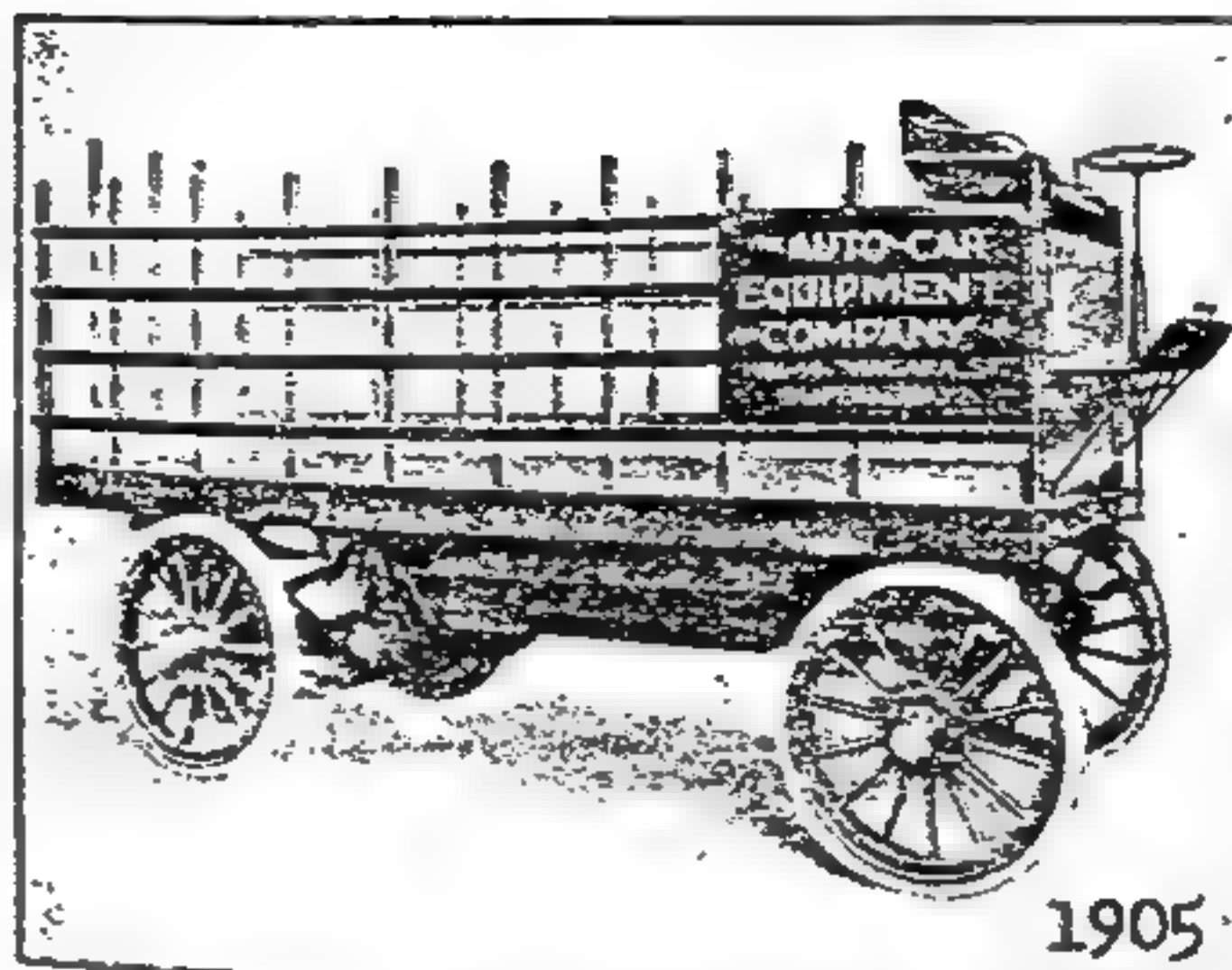
Max ATV - 1970-to date

Motorette - 1947

Tractors -

Hession - 1917-1919

Wheat - 1920-1921



THE AUTO-CAR EQUIPMENT CO.

ELECTRIC TRUCKS AND GASOLINE DELIVERY WAGONS

Our electric trucks have a capacity of from two to five tons. They have a double motor equipment, direct chain drive and roller bearings.

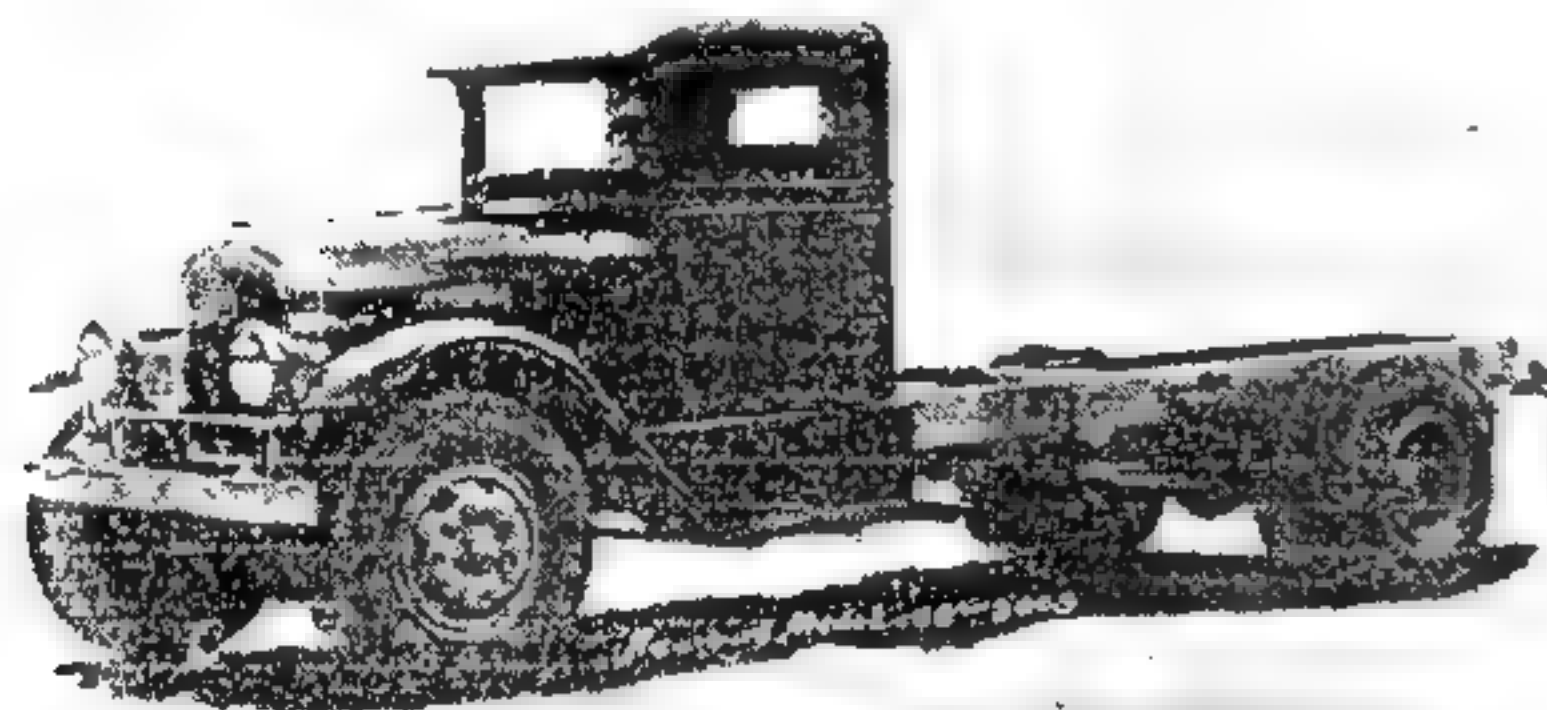
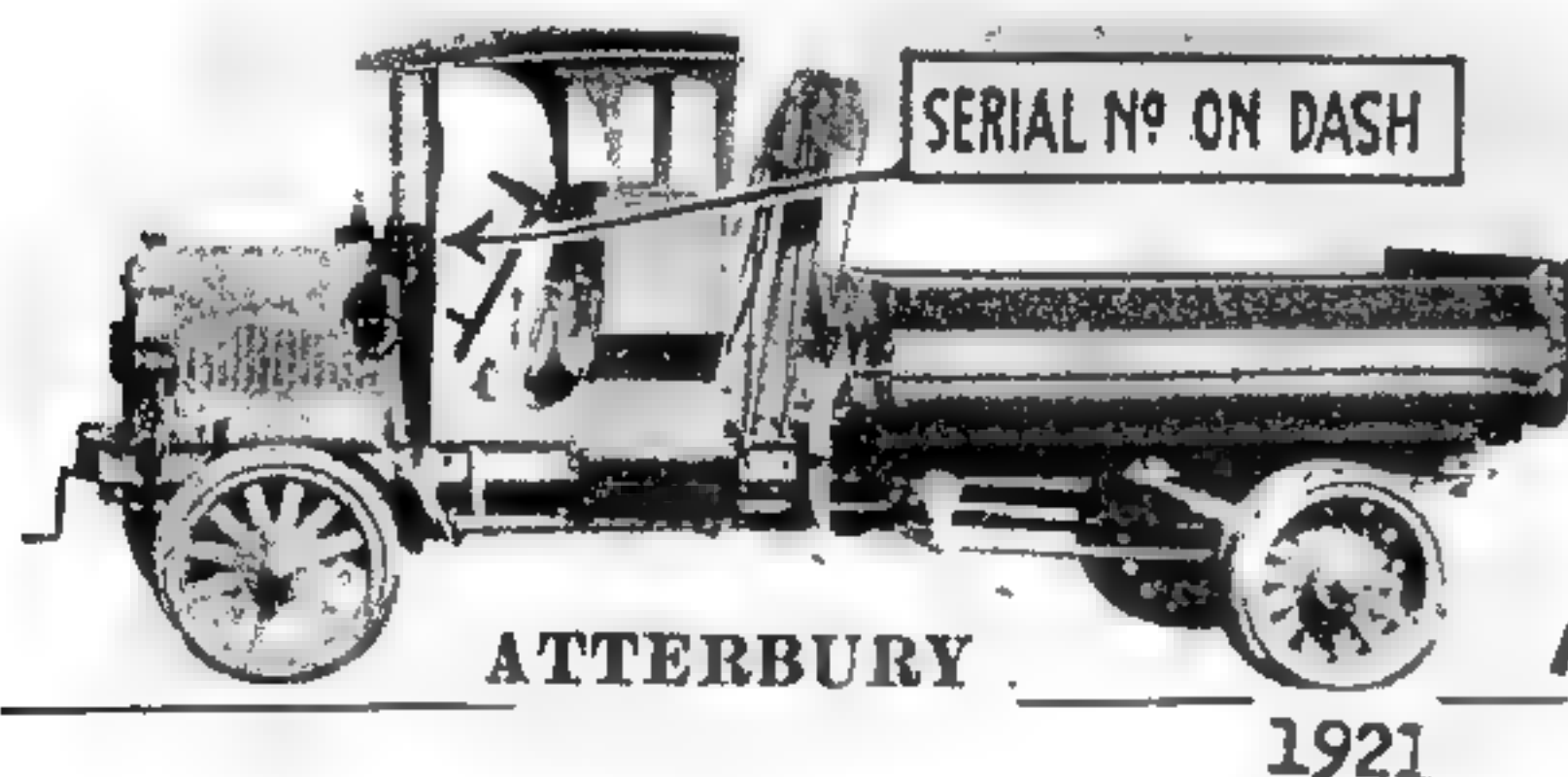
The Gasoline Delivery Wagons have a carrying capacity of from one to two thousand pounds; they are economical to maintain and give perfect satisfaction.

We also sell the component parts of both trucks and busses.

TONNEAU BODIES

single and individual front seats, in the white or trimmed.

1457 Niagara St.,
BUFFALO, N. Y., U. S. A.



1930 ATTERBURY Model 100 chassis, NAHC

ATTERBURY 1910-1935

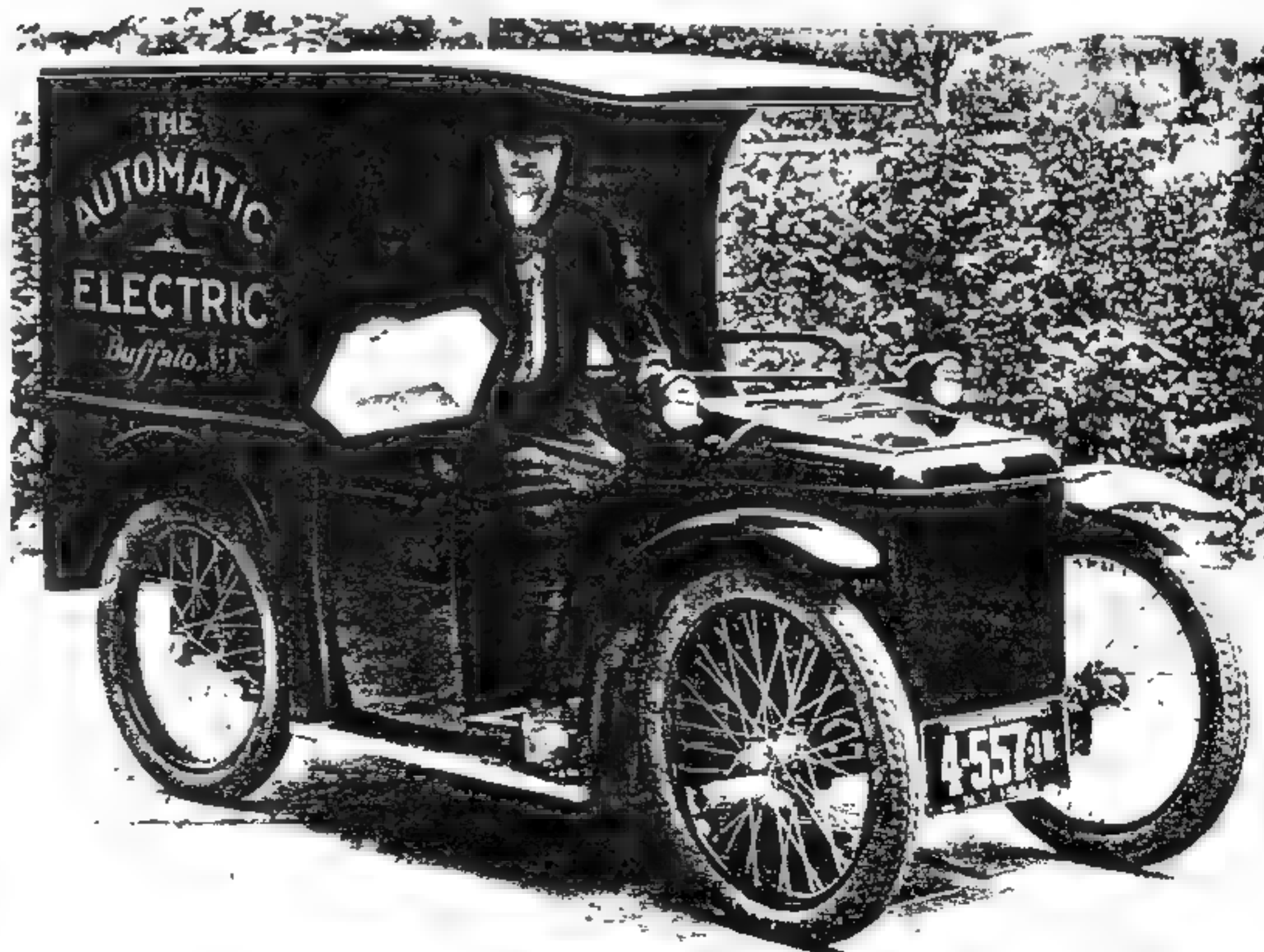
The Atterbury Motor Car Co., Buffalo, N. Y.

Formerly the Buffalo, which in its turn was an development of the Auto-Car, the Atterbury was a conventional truck which never gained the sales or fame of its Buffalo rivals, Stewart and Pierce-Arrow. Within a year of the start of production quite a wide range was offered, with trucks of 1-, 2-, 3- and 5-tons capacity, the largest with chain drive. From 1917 worm drive was adopted in place of chains. Continental engines were used, and other familiar components included Brown-Lipe transmissions and Timken axles. The firm's sales were concentrated in the Buffalo area, and their main 'export' market, understandably, was Canada, only 15 miles from the Buffalo plant. Ontario fleet operators bought Atterbury trucks for some years in the 1920s. Sales were never large, though, and in 1929, presumably a good year as it was for most of the industry, they only amounted to 141 units. By this time there were nine models, from 1½ to 7 tons, with 4- and 6-cylinder engines by Continental, Buda and Lycoming. The last new Atterbury trucks appear to have been the 1931 models, 2- to 5-tonners with 6-cylinder engines which were continued until the firm's demise in 1935. The radiator sheet metal used on these trucks was seemingly identical to that of the earlier and now discontinued Larrabee-Deyo trucks from nearby Binghamton, N.Y. This suggests that Atterbury acquired redundant sheet metal from Larrabee, or perhaps picked up the latter's commitments from supplier firms.

AUTO-CAR 1904-1908

Auto-Car Equipment Co., Buffalo, NY

This make should not be confused with the contemporary and better known Autocar of Ardmore, Pa. The Auto-Car offered a variety of gasoline and battery-powered electric trucks. Initially, there was an electric 2-tonner with a closed delivery body, a 24-passenger bus and a trackless trolley. At the same time, two gasoline delivery vans were made, both with 2-cylinder engines. In 1906 there was a 3-tonner with forward control driven by a 35 hp, 4-cylinder engine. For 1907, there was a 5-tonner available, again with forward control, a 4-cylinder engine, as well as a 20-passenger "brake" or sight-seeing bus. Electrics for that year included a closed 10-passenger Brougham or light bus. The last year under the name Auto-Car there was offered an electric ambulance, an electric 24-passenger bus as well as a 6-tonner with platform body. Gasoline vehicles in that last year included a 20-passenger bus plus 3- and 5-tonners. The name was changed to Buffalo, and later became Atterbury.



AUTOMATIC 1922

Automatic Transportation Co., Buffalo, N. Y.

Also made in passenger car form, the Automatic was a diminutive electric van for 5cwt loads with a wheelbase of only 5 ft. 5 in. and overall length of 8 ft. 6 in. The 24 volt motor drove the offside rear wheel by chain, and steering was by tiller.

BRUNNER LIGHT DELIVERY

All Styles of Bodies
Solid or Pneumatic Tires

MOTOR 4 H. P. two-cylinder opposed, four cycle water-cooled, 4 1/2-inch bore, 4 inch stroke, located crosswise in front under the hood. Offset cylinders braced to crank case and directly in line with throw off cranks. Straight drop-forged connecting rods, drop-forged crank shaft, mechanically operated inlet and exhaust valves, interchangeable fan fly wheel. The crank case is divided in two halves, the upper one carrying the complete valve operating mechanism and the lower half carries the crank shaft and cylinders. An integral pan extension on the rear of lower half of crank case carries transmission, thus assuring perfect alignment with minimum vibration. The unit motor and transmission case has three point suspension, two of which are located in front on the cylinder heads and the third at the rear on transmission pan.

TRANSMISSION The transmission is the standard planetary type with two speeds forward and one reverse. The low and reverse speeds are operated by bands and the high by a multiple disc clutch. All gears are cut from solid steel, properly hardened and bronze bushed. All parts run in oil.

DRIVE The power to rear axle is transmitted through a durable universal joint on end of transmission to the enclosed drive shaft. The drive shaft casing serves as torsion tube and is braced to rear axle no radius rod being necessary.

REAR AXLE This axle, manufactured by the Weston Mott Co., of Flint, Michigan, is their standard bevel-gear type with internal expanding hub brakes and specially trussed for high wheel cars. There are over 20,000 of this same axle in use to-day on high-priced cars, giving perfect satisfaction.

FRONT AXLE Drop-forged, 40-point carbon steel, 1 1/2-inch king bolts, ball-bearing hubs, with extra deep flanges, tubular tie rod in front, steering arm on left knuckle.

WHEELS The wheels are 36-inch front, 33-inch rear, when three are on, 14 spokes of second-growth hickory, regular artillery type, hubs with very deep flanges, ball-bearing front, rear keyed to axle.

SPEED CONTROL A single slide lever operated through an "H" quadrant gives two speeds forward, one reverse, and applies brakes to rear wheels, there being no multiplicity of levers and pedals to confuse operator and interfere with the use of a lap robe.

STEERING DEVICE The steering gear is of the wheel type, with special gear and rack of our own make, which allows full control of car at all times. Steering to the left knuckle reduces the thrust to the minimum. The spark and throttle levers are conveniently located on the steering wheel and have but a single connection for carburetor and timer, thus doing away with lost motion in these parts.

CARBURETOR The carburetor is a standard float feed type. It is extremely flexible and gives maximum power with minimum fuel consumption.

LUBRICATION Four feed mechanical filter, ignition magnet and dry cells.

Wheel Base—30 inches. **Tread**—Standard 64 inches. **Mufflers**—One for each cylinder, very quiet with no back pressure. **Brakes**—Internal expanding in rear axle. **Springs**—Full elliptic front and rear, 35 inches long.

DEALERS, get buyers' factory going fast.

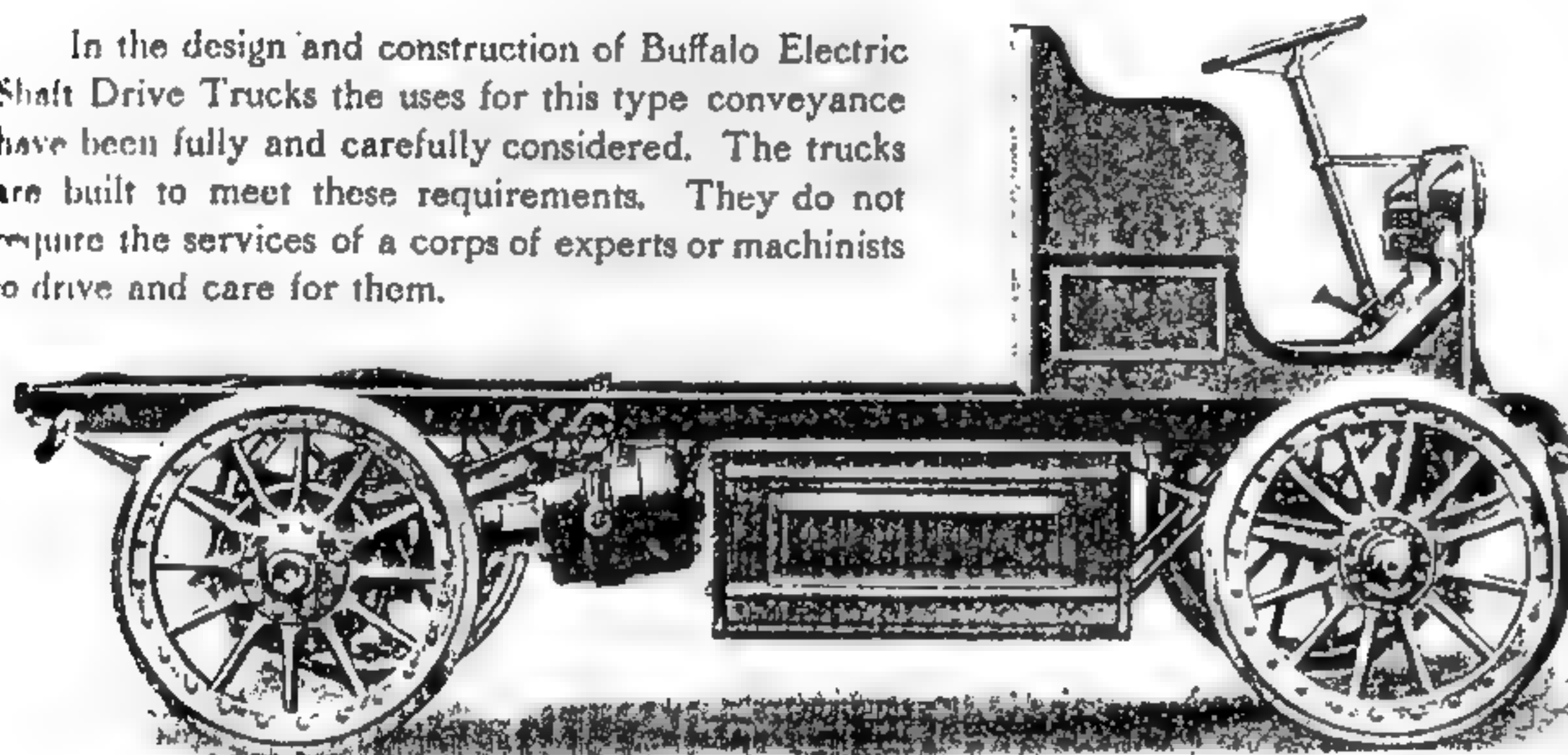
BRUNNER MOTOR CAR COMPANY, 988 Ellicott St., Buffalo, N. Y.

BRUNNER 1909-1910

Brunner Motor Car Co, Buffalo, N. Y.

The Brunner company concentrated on light delivery trucks. They also built a very small number of cars on the truck chassis, employing 16hp horizontally-opposed 2-cylinder engines driving through 2-speed gearboxes to enclosed shaft drive.

In the design and construction of Buffalo Electric Shaft Drive Trucks the uses for this type conveyance have been fully and carefully considered. The trucks are built to meet these requirements. They do not require the services of a corps of experts or machinists to drive and care for them.

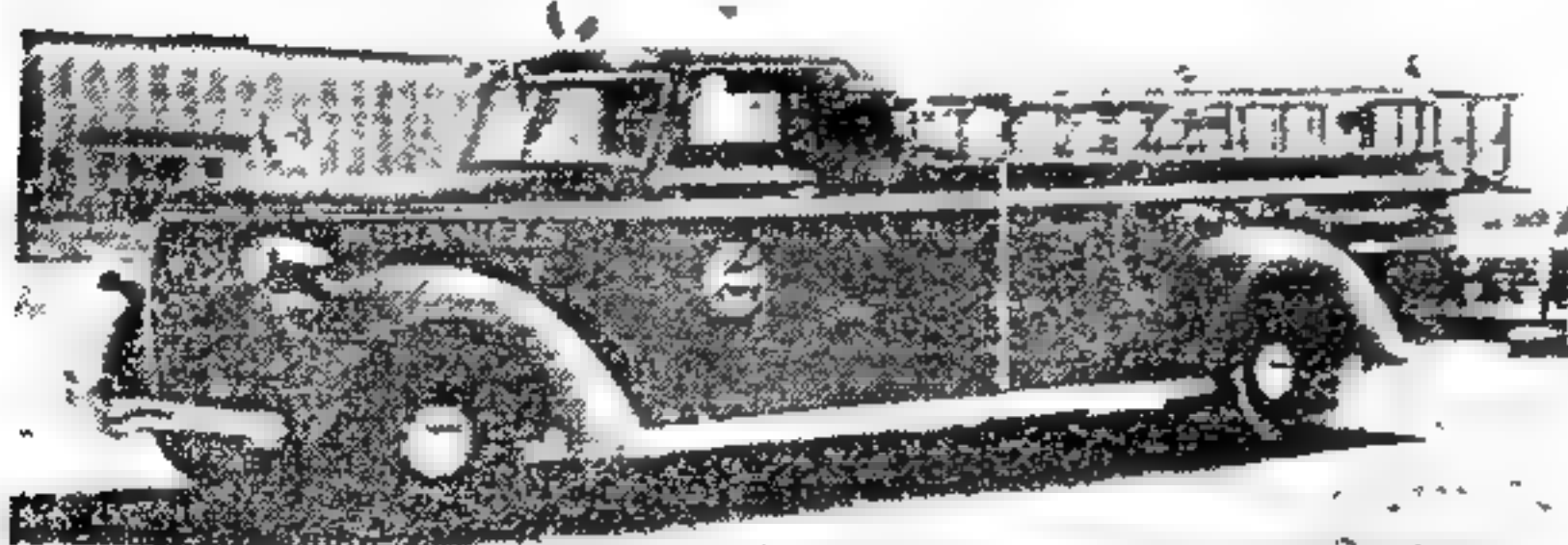


1913

BUFFALO 1912-1916

Buffalo Electric Vehicle Co., Buffalo, NY

The initial model of this battery-powered electric was a one-tonner built with an enclosed express body, the whole weighing 3700 pounds. It used a General Electric motor and drive was by shaft. Solid rubber tires were standard and wheelbase was 102 inches. In 1914, a 3/4-tonner was also built on the same chassis, but this appears to have been the only year this was offered. The 1-tonner was continued essentially unchanged into 1916. This manufacturer also built electric passenger cars.

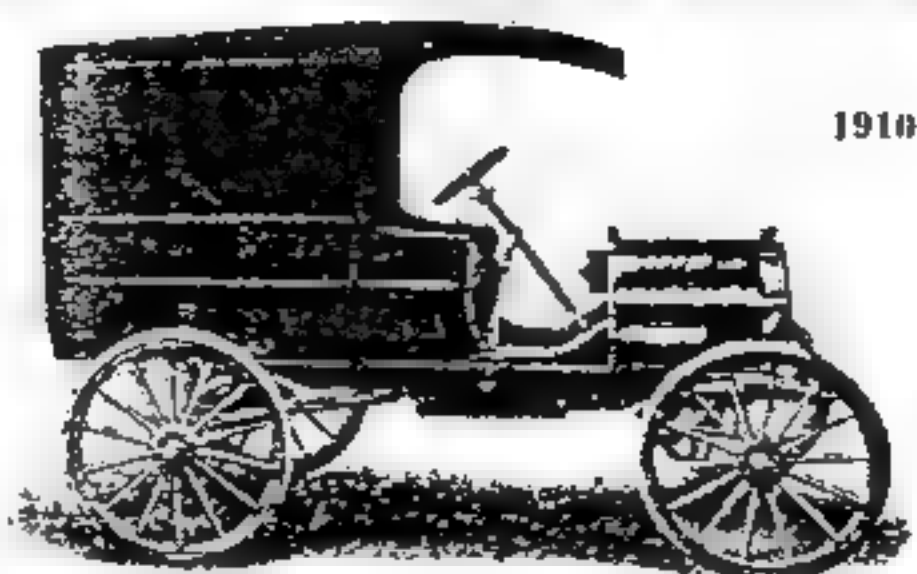


1940 BUFFALO fire engine.

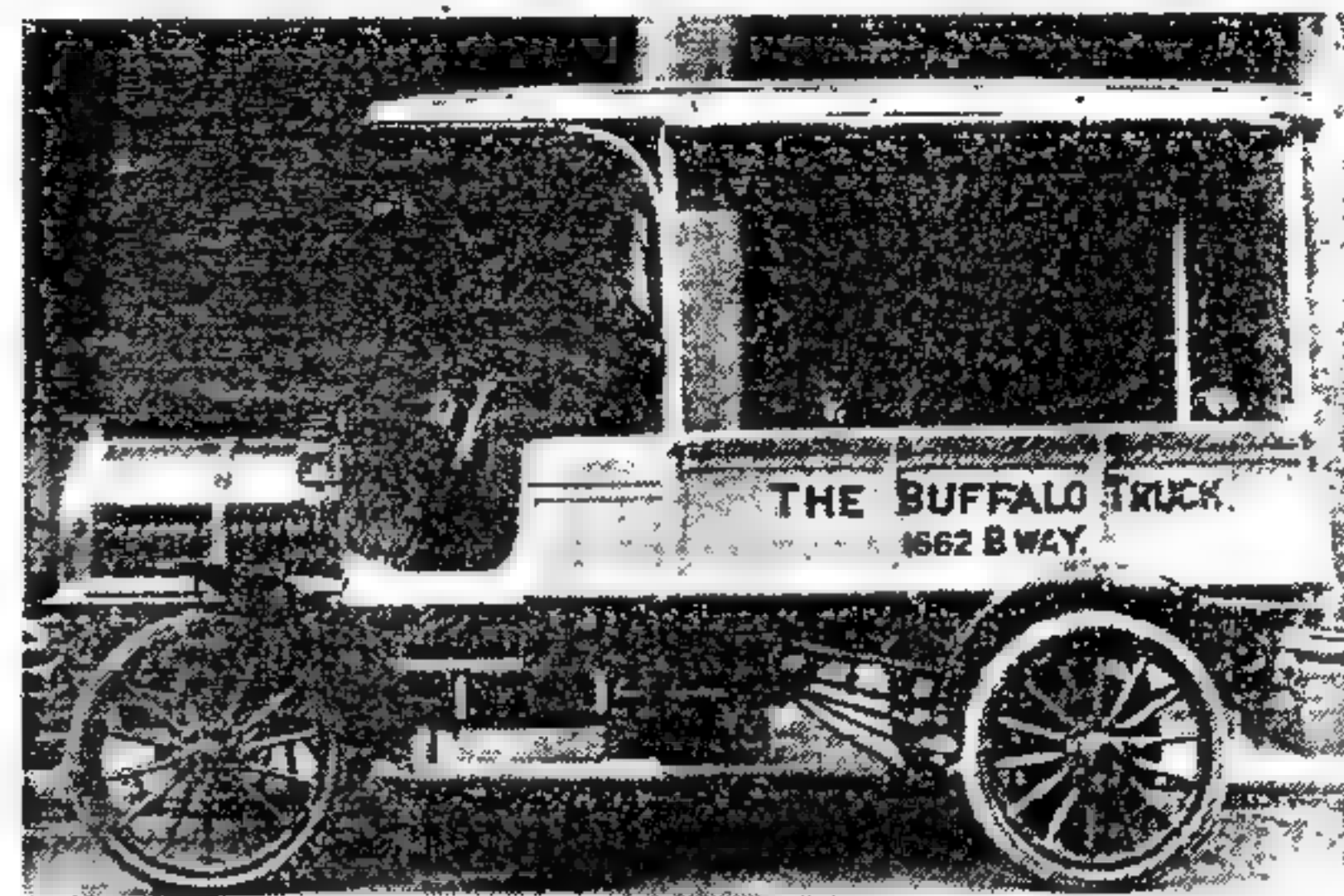
BUFFALO 1927-1948

Buffalo Fire Appliance Corp., Buffalo, N. Y.

Beginning in 1920 this company built fire equipment on commercial chassis including Reo and Larrabee. From 1927 they used their own chassis but commercial chassis such as Ford Model A were also employed. Limousine pumpers were made from 1937, and in 1939 came a new streamlined series; this received a new grille in 1946, but otherwise there was little change until the end of production in 1948.



1910

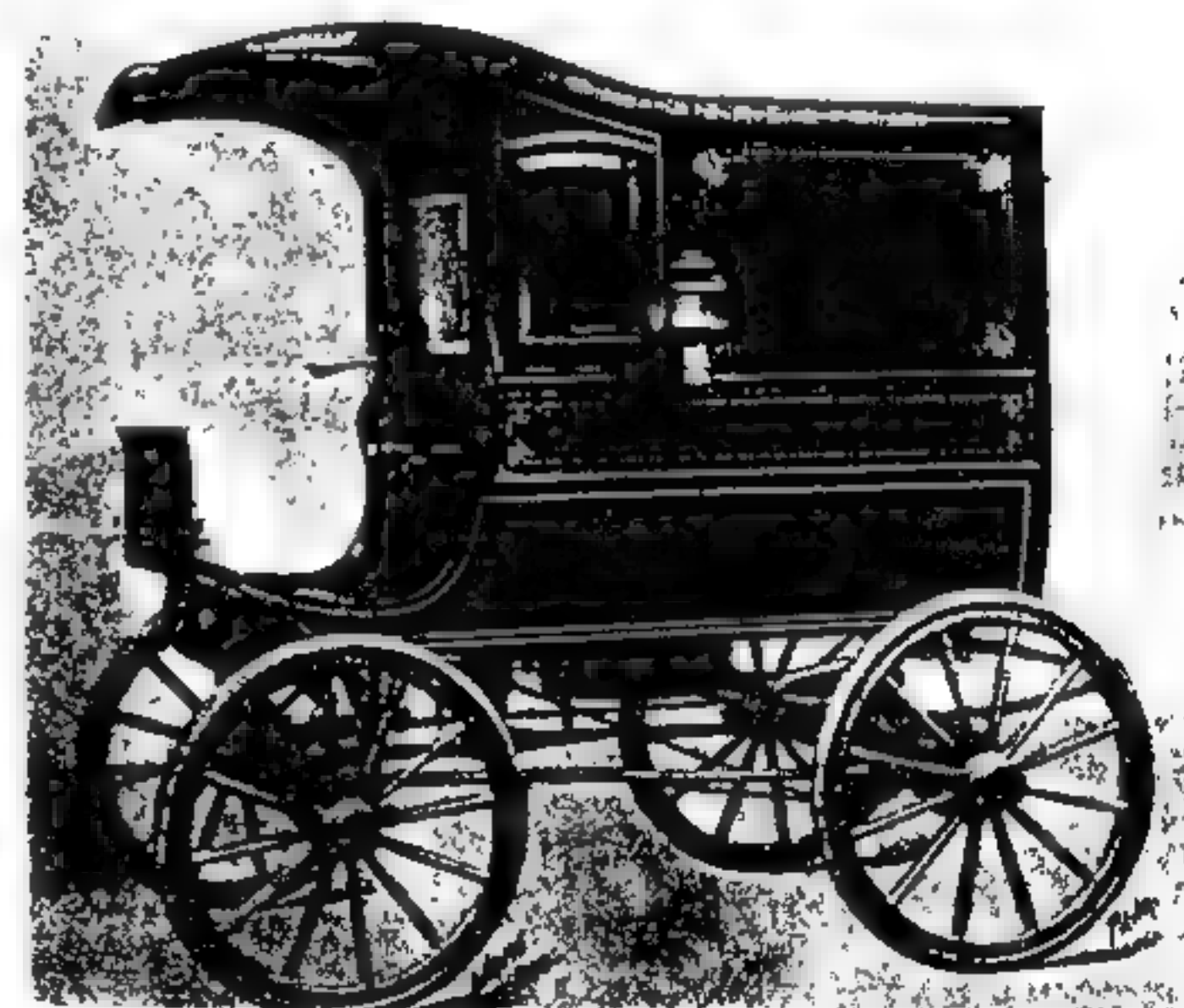


1910 BUFFALO (i) 1-ton truck.

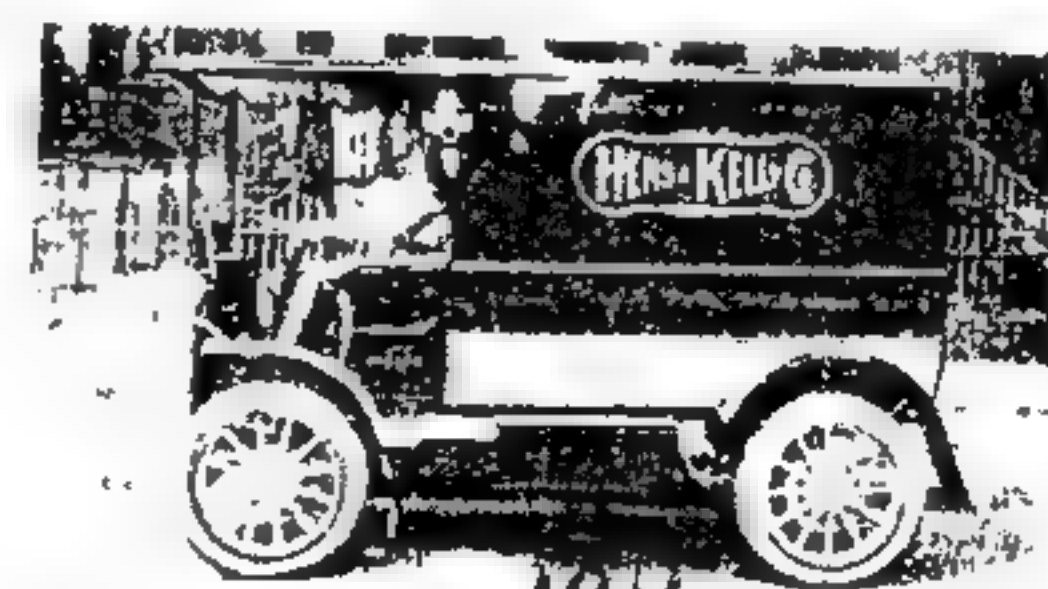
BUFFALO 1908-1910

Atterbury Manufacturing Co., Buffalo, NY

The Buffalo was a continuation of the Auto-Car. The latter name was changed presumably to avoid confusion with the make of similar name based in Ardmore, Pa. Buffalos were offered in several different models on a single chassis. Two buses were available, one for ten, the other for twenty passengers. Both were quite archaic in appearance. There also was a 1/2-tonner with an engine under a hood and a 2-tonner with either a 4- or a 6-cylinder engine. Both types used solid rubber tires and double-chain drive. Supplementing these was a line of battery-powered electrics, a Model F bus as well as a 5-tonner with a stake body. Finally there was the Model O which was a 1-tonner delivery van. In 1910 the name was changed again to Atterbury.



THE CONRAD MOTOR CARRIAGE COMPANY.



1911 DENNISTON COMMERCIAL CAR

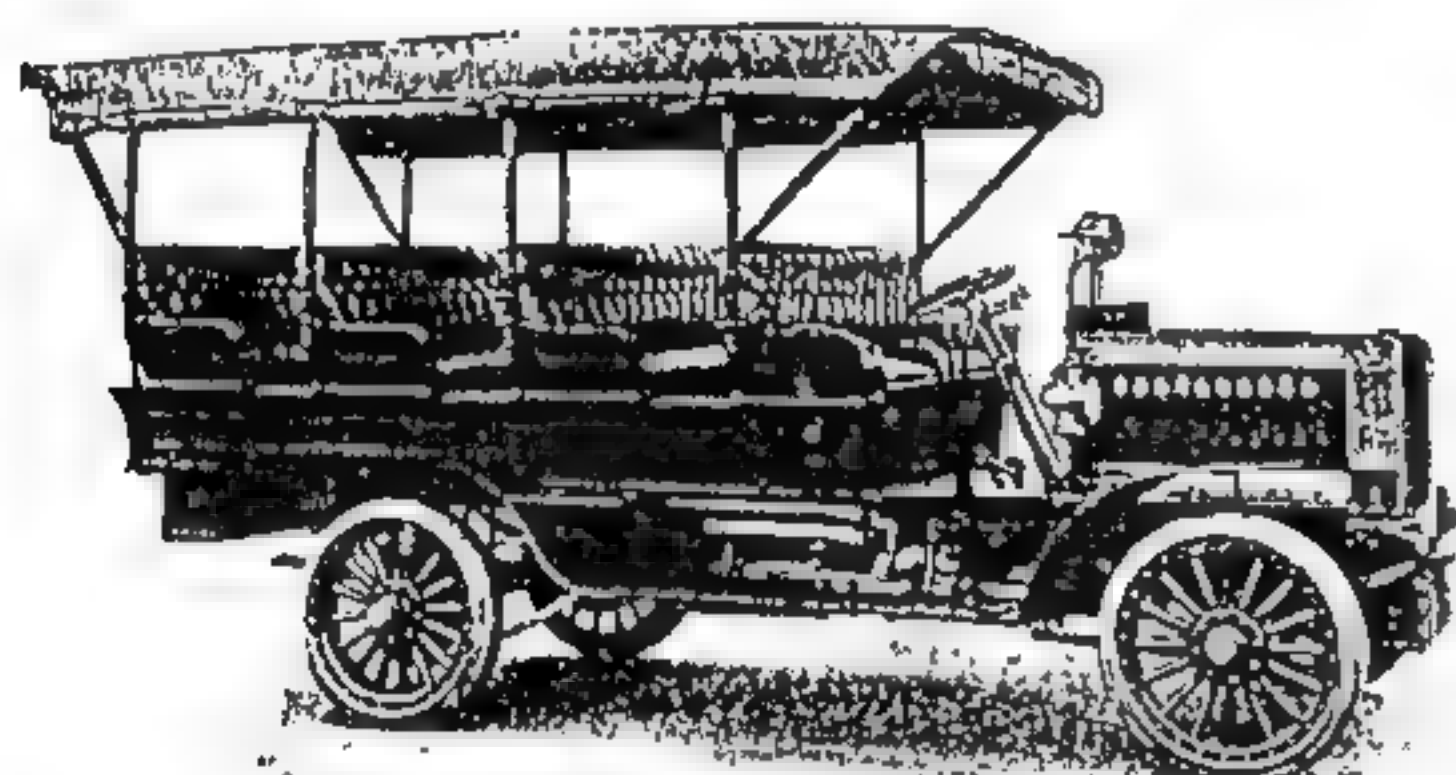
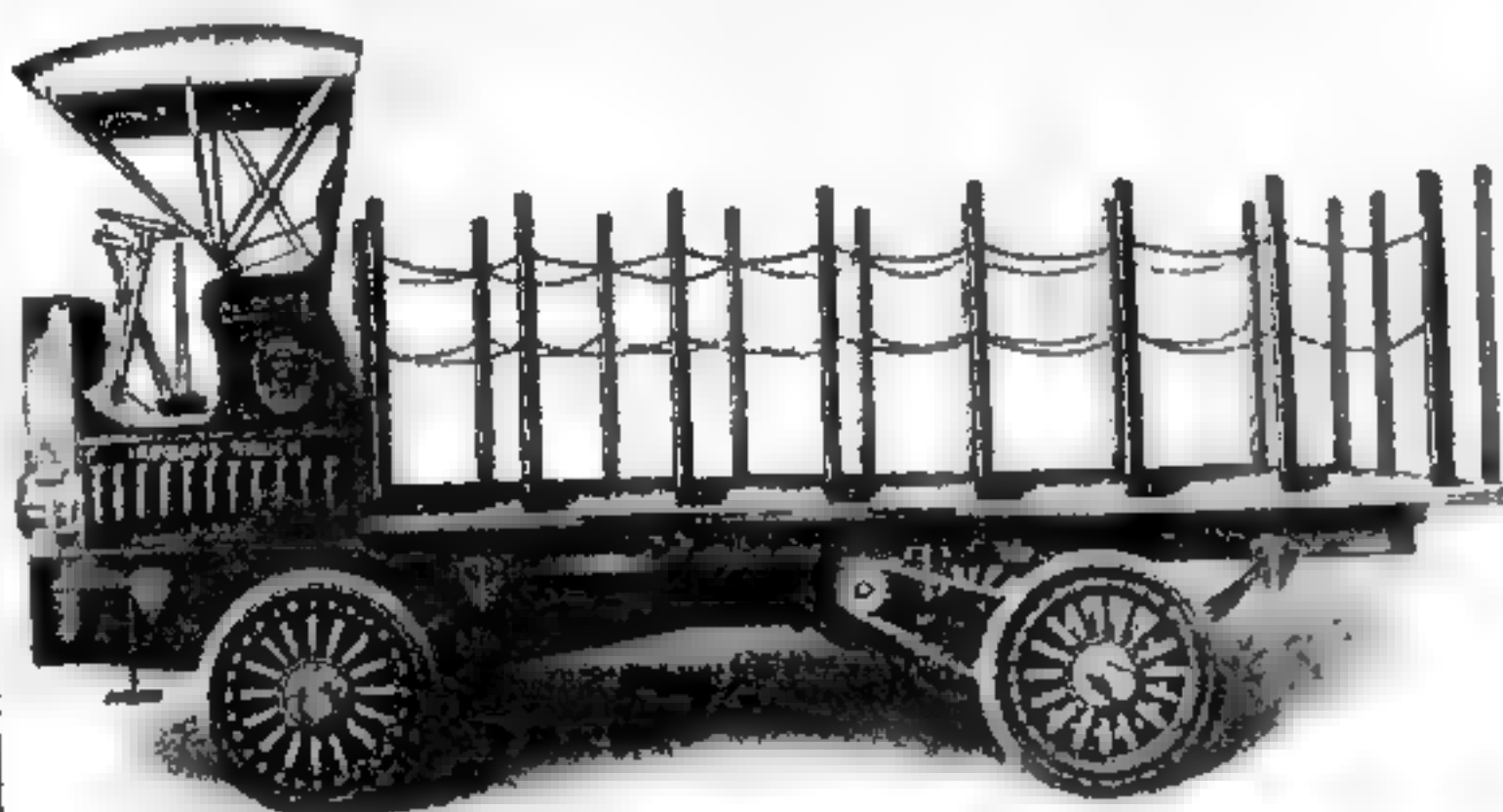
DENNISTON 1911-1912

E.E. Denniston Company, Buffalo, New York,

A closed delivery van was the only model by this manufacturer. Rated at 1500 pounds capacity, it used a 15 hp, 2-cylinder engine with forward control. Power was transmitted through a 3-speed transmission and shaft drive. It had pneumatic tires and wheelbase of 98 inches and was priced at \$2,000.

Iroquois Truck

Built Like a Locomotive



Iroquois 11-passenger Motor Bus.

During 1905-1906, Iroquois Iron Works built two commercial vehicles which reportedly were intended for motor stagecoach use in Utah. In 1909 *Motor* magazine published its "Historical Table of the American Motor Car Industry," and in it listed the Iroquois Iron Works as an automobile manufacturer from 1906-1908. The error has been perpetuated to this day. The only vehicles produced, however, were the steam runabout of 1902 built by W. Grant King at the Iroquois Iron Works and the two commercial vehicles of 1905-1906 which were built by the company under King's supervision.

IROQUOIS 1906

Iroquois Iron Works, Buffalo, N.Y.

Named after the American Indian tribe which inhabited western New York State, this company made two sizes of trucks as well as steam and gasoline-driven rollers. The smaller truck had a 25 hp 4-cylinder engine and a ½ ton capacity, while the larger had a 60 hp engine under the driver's seat and capacity of four tons. Final drive was by shaft in the smaller, chains in the larger model.

KOPP 1911-1916

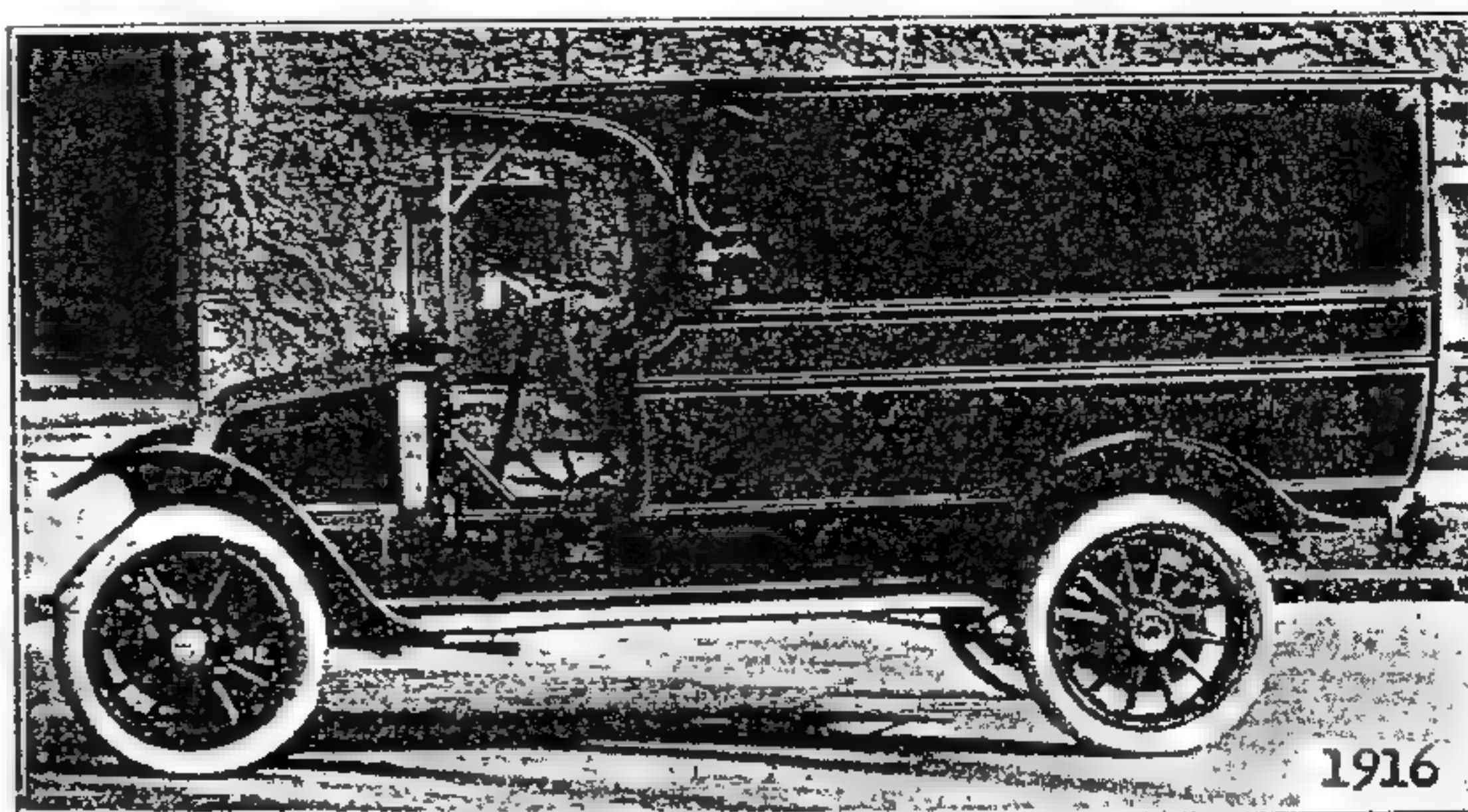
Kopp Motor Truck Company, Buffalo, New York

The Kopp trucks ranged in capacity from 1 to 5 tons, with in between models of 1½, 2 and 3 tons. The largest, Model 5, had forward control with a four-cylinder engine of 605 cid displacement. The chassis weighed 6900 pounds with wheelbase of 126 inches and was priced at \$4500.

LIPPARD-STEWART 1911-1919

Lippard-Stewart Motor Car Company, Buffalo, New York

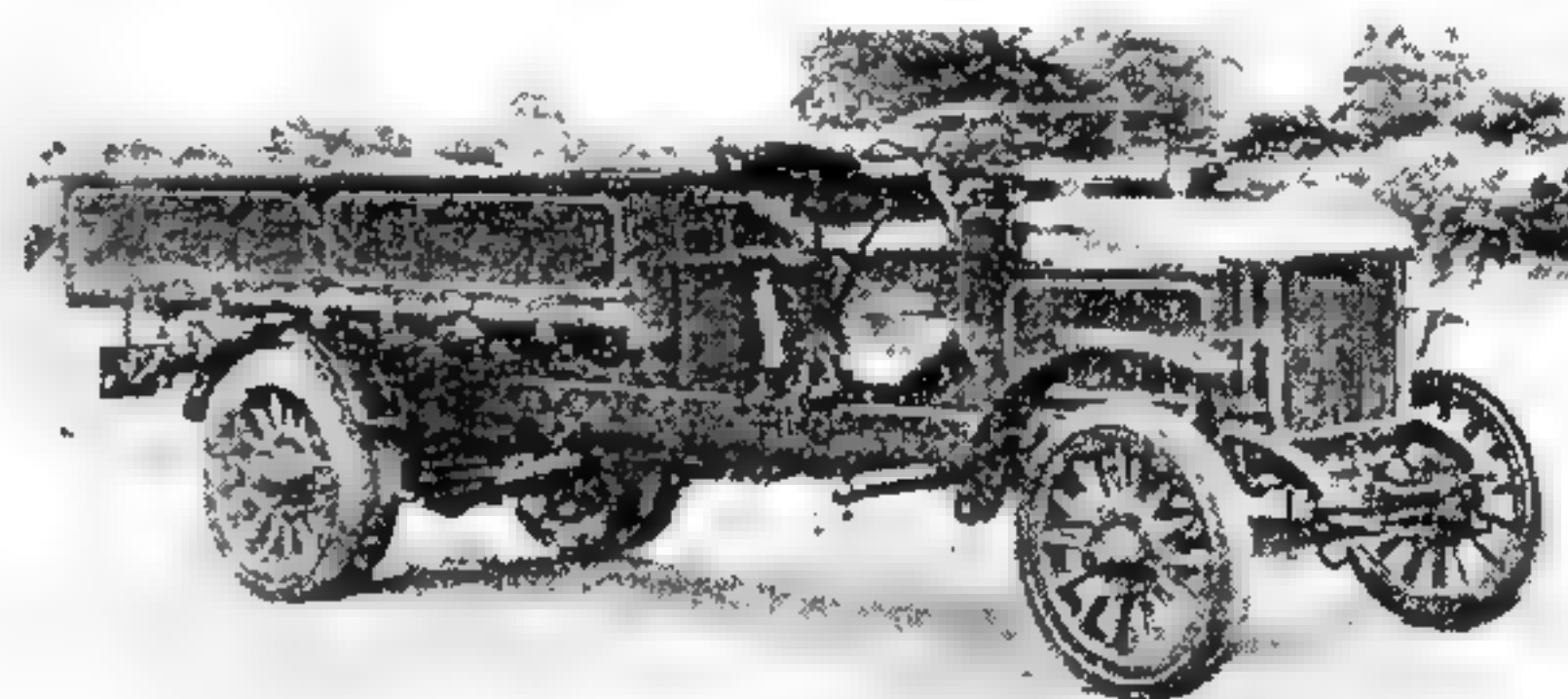
Early models of this make were of 1500-pound capacity and were vans with French-type sloping hoods with radiators aft of the four-cylinder engines. Later versions ranged in capacity from ½-ton to 2-tons, each with a different wheelbase. These used four-cylinder Continental engines, three-speed gearboxes and worm-drive.



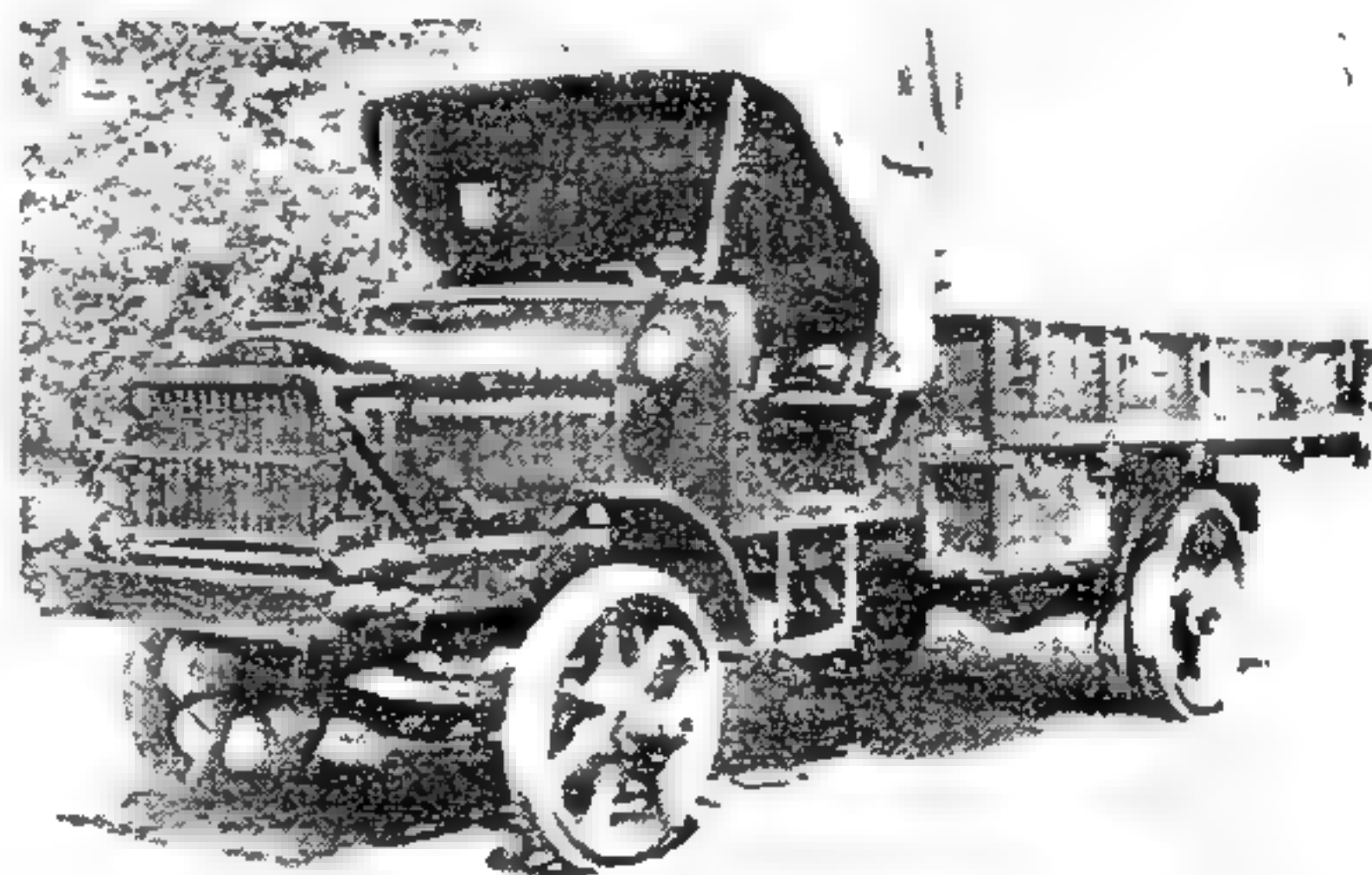
Lippard-Stewart 3000-Pound Delivery Wagon



1911 THE PIERCE ARROW



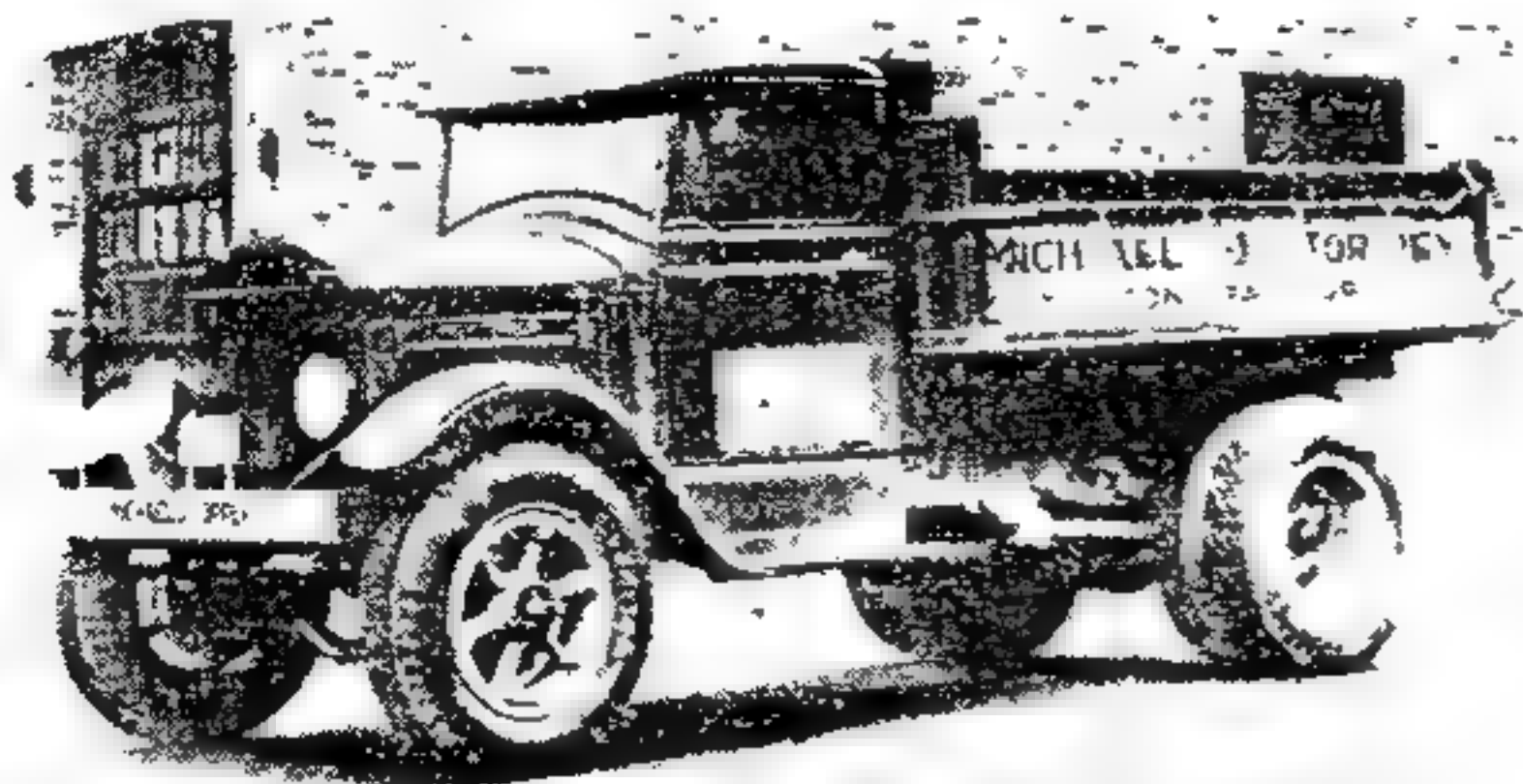
1916 PIERCE-ARROW 4-ton truck,



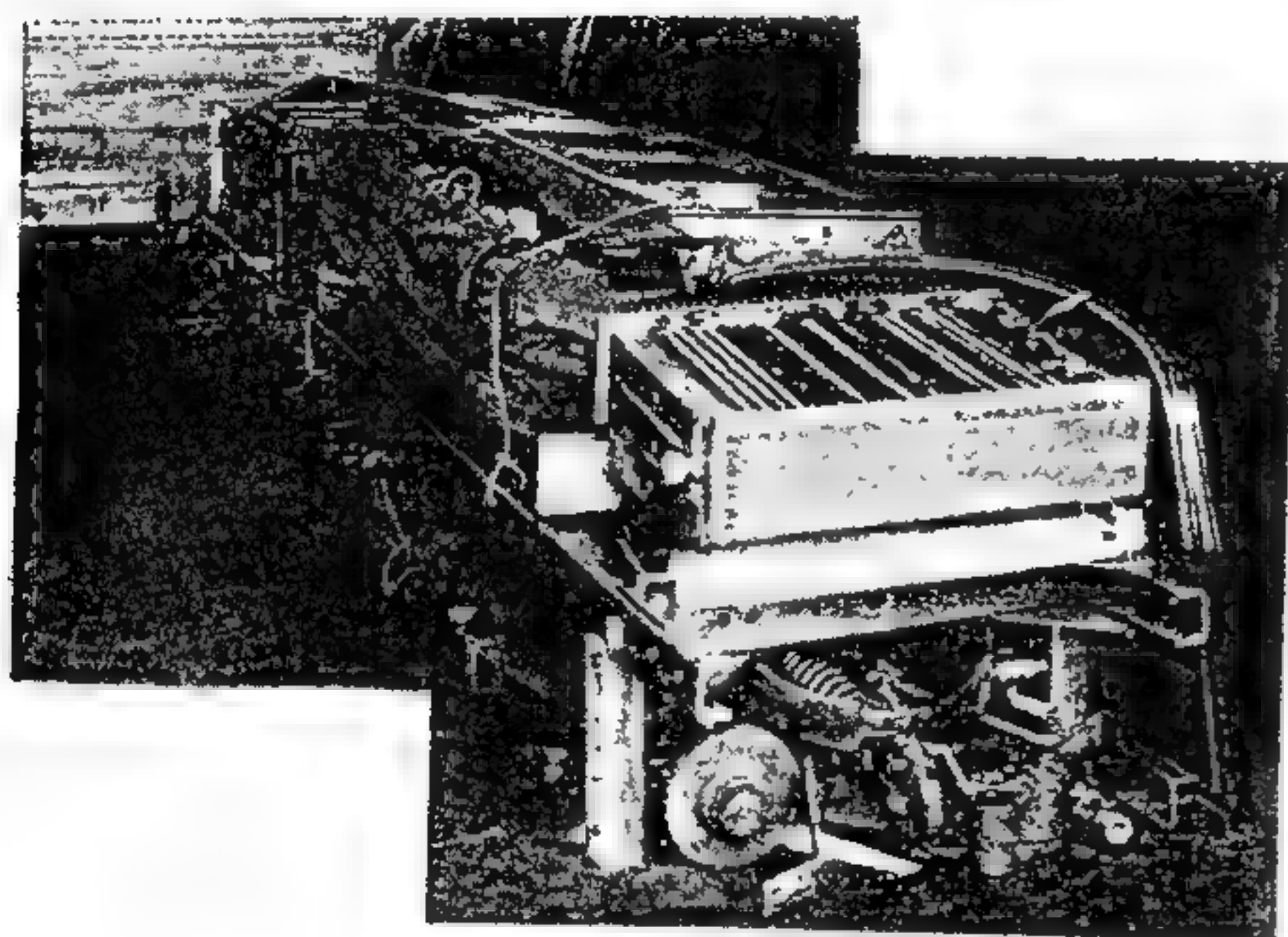
1917 LIBERTY Class B 3 1/2-ton army truck, BHV



1928 PIERCE-ARROW Model Z coach,



1931 PIERCE-ARROW 5-ton tipper.



A PIERCE-ARROW READY TO TRAVEL
Buffalo-made truck

PIERCE-ARROW 1910-1932

Pierce-Arrow Motor Car Co., Buffalo, N.Y.

The first truck design from Pierce-Arrow, who were already established as one of America's leading makers of high-quality cars, was a forward-control chain-drive 5-tonner which was quickly rejected in favour of a normal-control worm-drive truck.

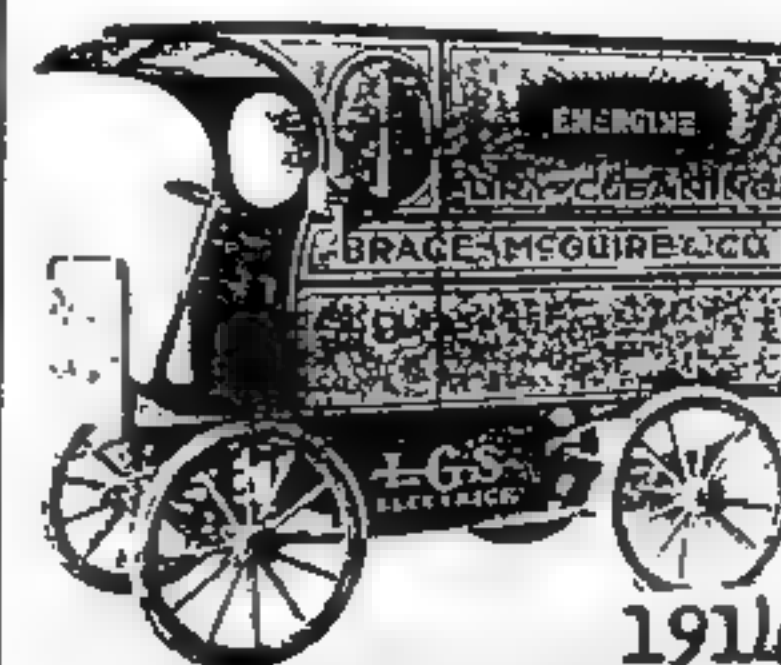
The 5-ton Model R was joined in 1914 by the 2-ton Model X, and both types were widely used during World War I by the armies of the United States, Britain and France. In addition to their own designs, Pierce-Arrow built about 1,000 of the standardized Class B Liberty trucks for the U.S. Army.

During the 1920s the Pierce-Arrow truck range was extended to six models, from 2½ to 7½ tons, all using 4-cylinder engines and 4-speed gearboxes. In 1924 they introduced a purpose-built bus chassis, the Model Z powered by the 6-cylinder T-head engine used in Pierce-Arrow passenger cars. Two wheelbases were offered, 16ft 4in and 18ft 4in. Although intended for passenger work, the Model Z chassis was also fitted with goods bodies. In 1927 a smaller line of trucks was introduced, the Fleet Arrow series which used engines and other components

from the Series 80 passenger car. The following year came the merger with Studebaker, but truck production continued, and in 1929 there were three models in the Fleet Arrow range, and six in the larger truck range. Some of the latter were little changed in appearance from the World War I era, with solid tires and open sided cabs. The 1931 range ran from 2- to 8-tons, with dual ignition on the larger models and dual rear axles on the 8 tonner. The last new model was the 1932 2-tonner which had a dual ignition straight-8 engine and was capable of 55mph. Production at Buffalo ended in November 1932 when the truck side of the business was transferred to White at Cleveland.

The Buffalo Material

The Ideal Delivery Car For You



Did you know this—That Electricity is cheaper than Gas and Oil? You can afford this Electric Car—because it costs so little to run when compared to other cars.

IF YOU WRITE TO US WE WILL PROVE IT

OUR PRICE IS

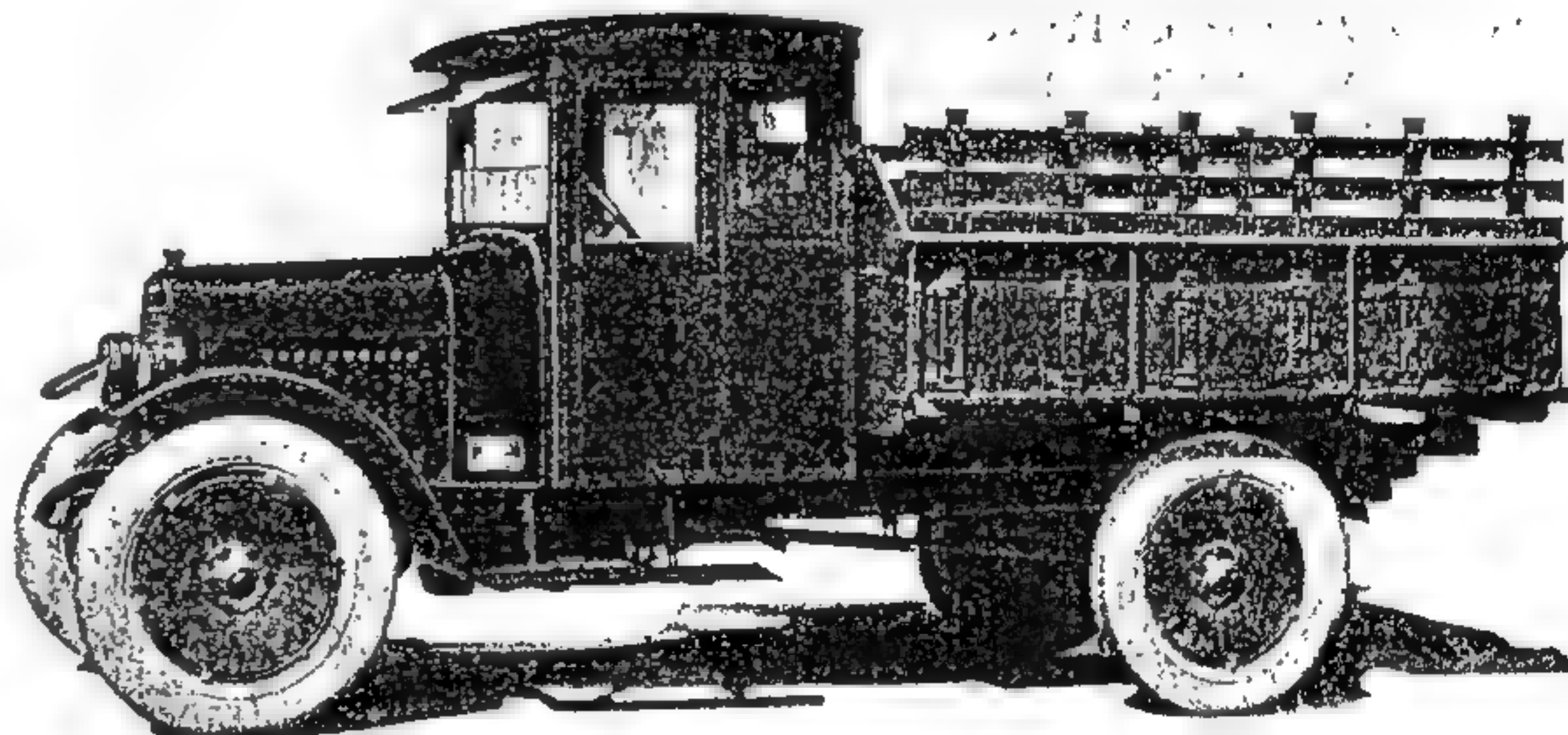
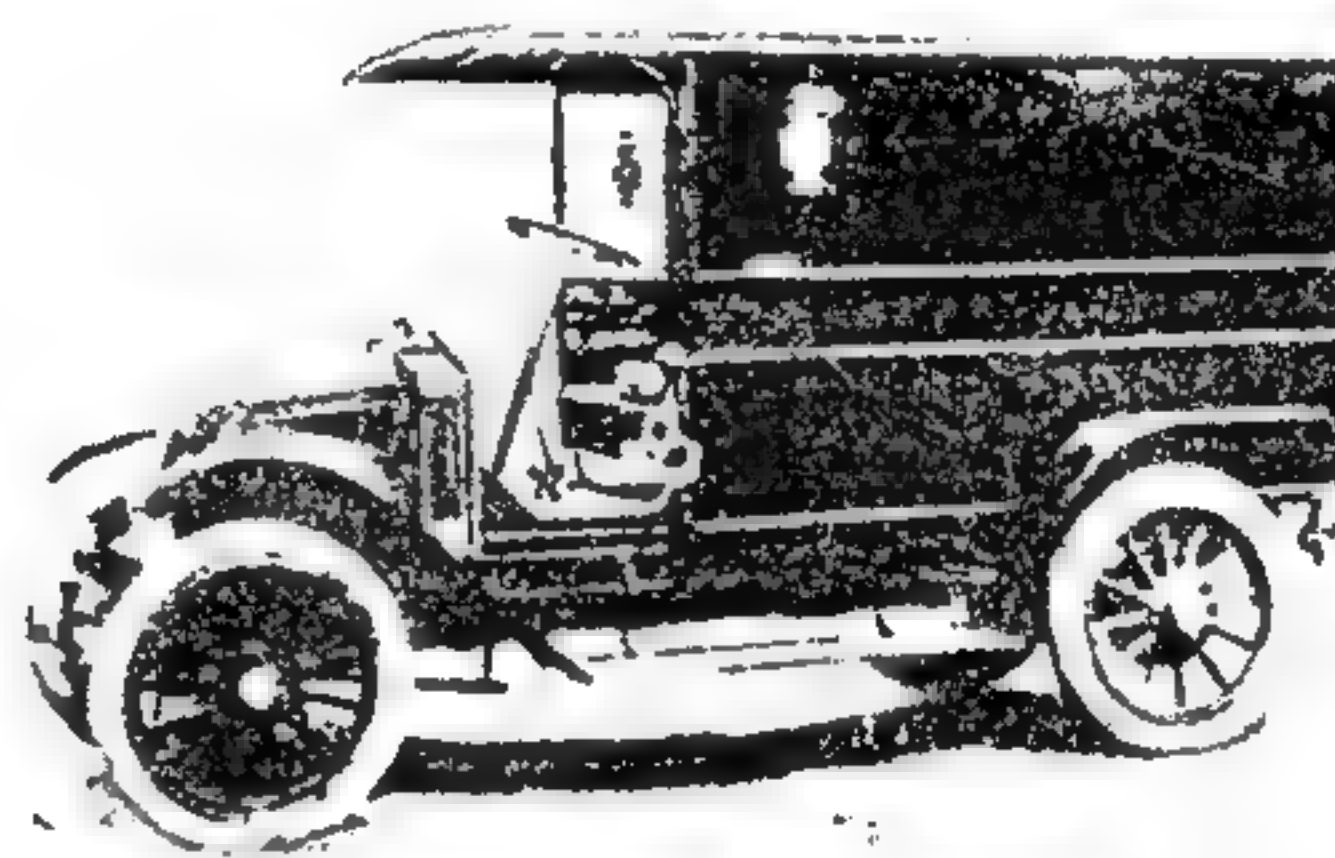
\$1350

COMPLETE WITH BATTERIES

L. G. SCHOEPLIN CO.

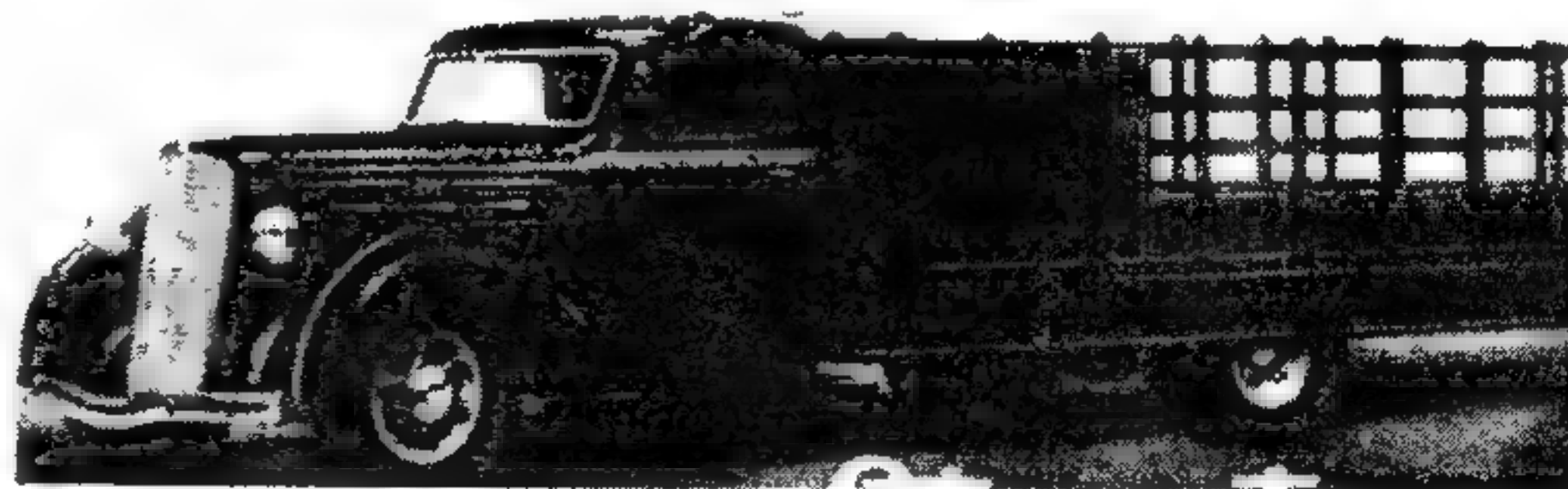
30 WEST MONROE STREET
BUFFALO, N. Y.

1912—First Stewart truck.

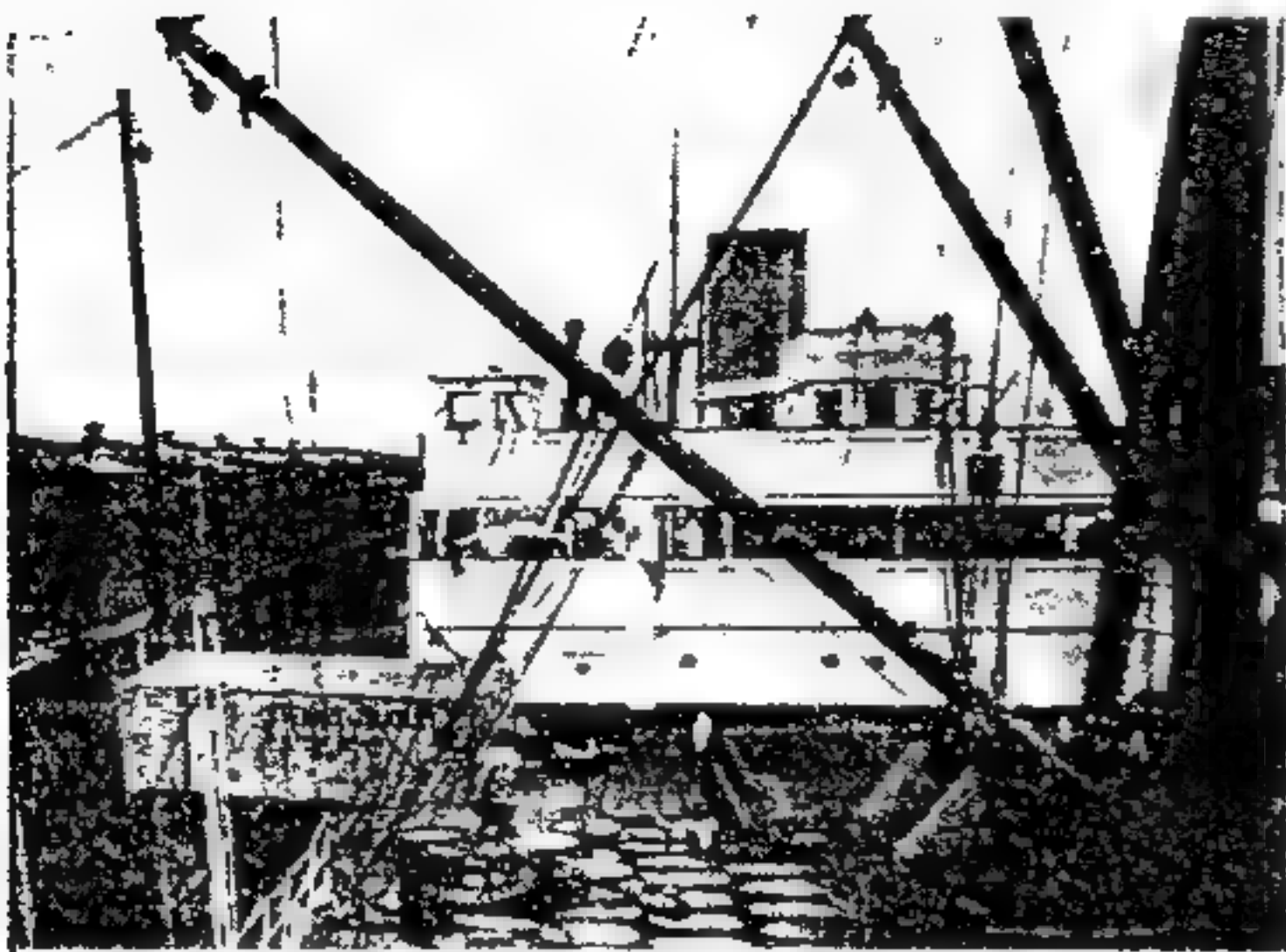


Stewart 1-Ton Chassis with Combination Open Express Body. 1923

This is one of the several types of trucks manufactured by the Stewart Motor Corporation of this city. Today this Buffalo firm is represented by dealers in over 500 communities throughout the world



1937 2½-3-tonner was last "new" Stewart, stayed in line until production ended. Stake body was factory built. Stewarts varied in comparative cost, this one was a low-priced job in the market.



A STEWART TRUCK ON THE SAILING LIST
One-third of the Stewart trucks made in Buffalo are distributed in fifty foreign countries

STEWART 1912-1941

Stewart Motor Corp., Buffalo, N.Y.

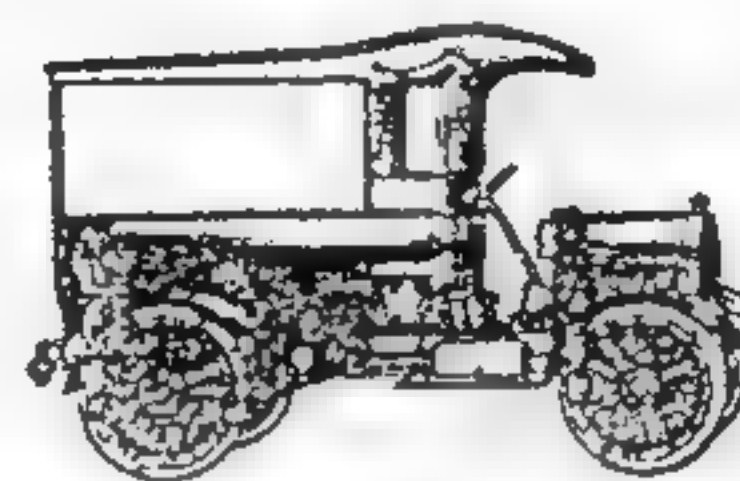
Thomas R. Lippard and R.G. Stewart of the Lippard-Stewart company severed their connection with that firm and organized the Stewart Motor Corporation in July 1912. The first Stewart trucks resembled the still contemporary Lippard-Stewarts in having a Renault-styled hood and dashboard radiator. They featured a 4-cylinder Continental engine and Timken bevel drive. Capacity was 1,500lbs. This model was made up to 1916, and was joined by the totally different Model K 1-tonner powered by a 2-cylinder engine under the seat, with 2-speed transmission and double chain drive. Unlike other Stewarts, the Model K had solid tires.

The 1916 Stewart trucks were completely redesigned, with conventional frontal radiators, and were available in a range of ½, ¾ and 1-tonners, joined by a 2-tonner in 1917. This had a Buda OU 4-cylinder engine, but the others, like most of Stewart's production, were Continental-powered. Milwaukee and LeRoi engines were available in the 1918 models which included a 3½-tonner. The largest models had internal gear drive and solid tires until the early 1920s, by which time Stewart trucks had wide distribution, working in 800 American cities and 39 foreign countries. In 1921 a 'speed model' was added to the range, and in 1925 a 6-cylinder 18-25 passenger bus chassis. Electric lighting and starting became standard at this time, and 6-cylinder engines were standardized from 1926, although a four was optional in the 1 and 1½-ton sizes. A new model in the 1926 range was the Buddy, a ¾-ton speed model aimed at the light delivery market and usually available with an open express body with side curtains. Made until 1930, the Buddy was reintroduced in 1935 as a ½-tonner with 35bhp 4-cylinder Waukesha engine.

Unlike many truck makers, Stewart built their own bodies, although of course custom bodies were also available. Their aluminum panel of 1929 was the first aluminum body to be made by a chassis maker. For 1930 Stewart's range consisted of six models from 1½ to 6½ tons, now with Lycoming engines in all but the largest, which was Waukesha-powered. In 1931 there were two new models with 6-cylinder 100hp and 8-cylinder 130hp engines, both Lycomings. The latter was installed in a 3½-tonner which had an excellent power/weight ratio, and although expensive at some \$4,000 (comparable with Mack and White), it was appreciated by long-distance operators who needed its power to overcome the wind resistance of high van bodies. The Stewart eight was made until 1937, some with a Truxmore third axle which allowed a payload of 8 tons.

In 1935 the smaller Stewarts blossomed out with streamlined cabs and V-windshields and grilles, although the larger models remained more conservative as was generally the case in truck design. Hydraulic brakes were standard by this time, and the largest sizes was now 7½ tons. Further restyling took place with the 1937 a series which had pontoon fenders resembling those of the Diamond T, and teardrop headlamps. Engines were now all Waukeshas, with Waukesha-Hesselman semi diesels available in the heavier trucks. 1937 was the last year of the 4-cylinder Buddy Stewart. Cab-overs in four sizes from 1½ to 3 tons were listed in 1938 and 1939, but few were made.

Stewart's best year for sales was 1930 with 2,315 units delivered, but during the 1930s the figure dropped, with only 390 in 1938 and 90 in 1939. President T.R. Lippard left that year to go to Federal, and a new company backed by Indianapolis capital took over Stewart. They concentrated on the heavy end of the range, with trucks from 3 to 7 tons in 1940/41, but few of these were made. During the 1930s Stewart had a Canadian assembly plant at Fort Erie, Ontario they enjoyed export sales to Europe and other parts of the world as well. A few early-1930s Stewart trucks were still at work in Seville, Spain in 1965.



describing Victor Trucks, 1 1-2, 2 1-2, 3 1-2 and 5 tons capacity, 1500 pound Delivery Wagons, Ambulances, Police Patrols, Fire Trucks and Sight Seeing Cars.

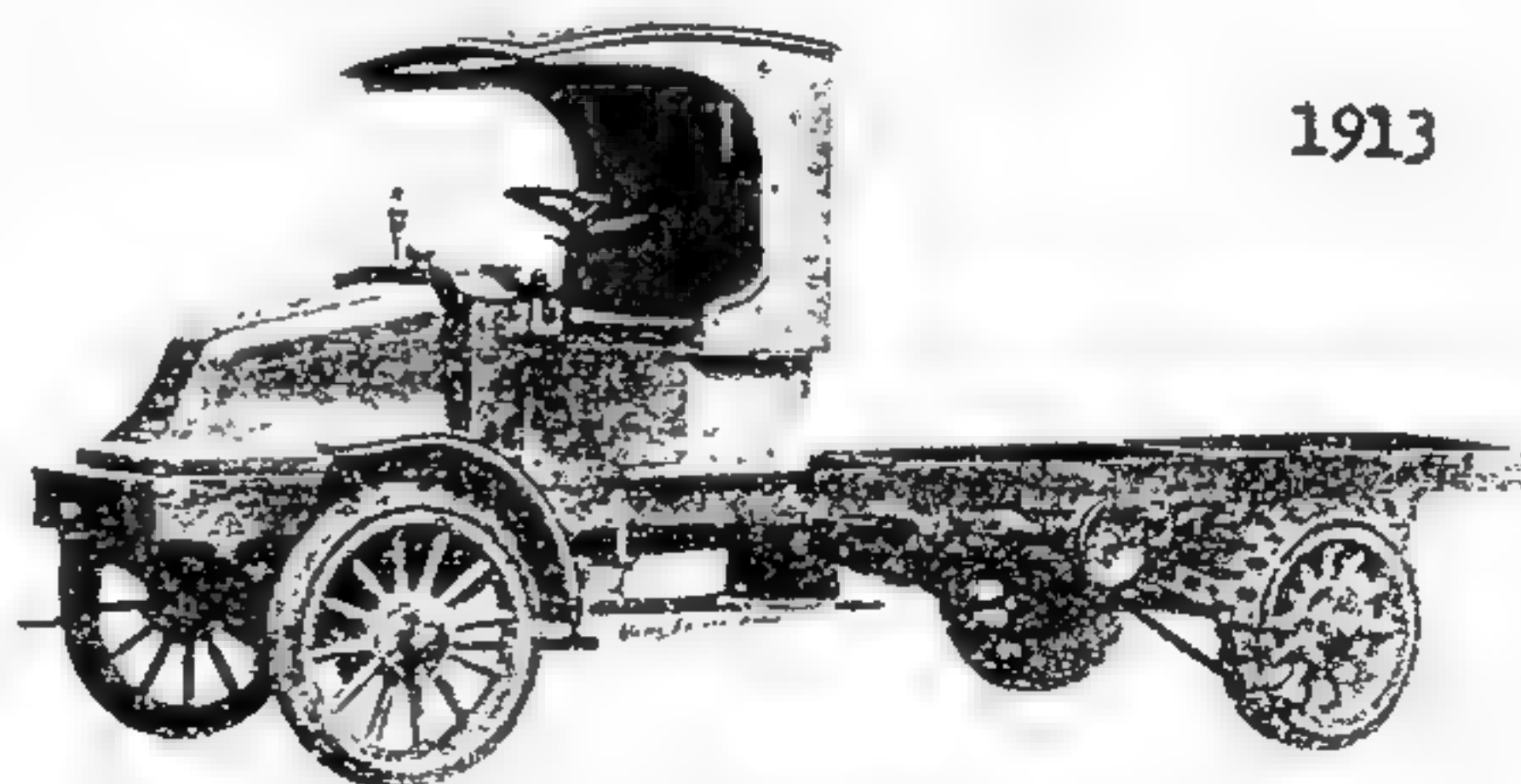
VICTOR MOTOR TRUCK COMPANY

1500 Pound Delivery Wagon 1450 Niagara St., Buffalo, N. Y.

VICTOR 1910-1914

Victor Motor Truck Co., Buffalo, N.Y.

This was an overly-ambitious manufacturer who, for 1911 offered delivery vans in five different six sizes as well as an ambulance, police patrol wagon, and fire apparatus as well as sight-seeing buses. The line of trucks for 1912 listed no less than seven sizes from a 1-tonner to a 10-tonner. For the last two model-years, only 3- and 5-tonners were offered. The 5-tonner used dual 40 X 6 solid tires at the rear.



1913

WILLET 1911-1915

(1) *Willet Engine & Carburetor Company, 1911-1913*

(2) *Willet Engine & Truck Company, 1913-1915*

Prior to 1913, the Willet was made only as low-capacity delivery vans using 2- and 3-cylinder engines. For 1914, the Model L was introduced which had a 4-cylinder engine, was a 2-tonner with friction transmission and chain-drive. This model had a French-type hood and was very similar in appearance to the Mack Bulldogs. The 4-cylinder engine was a two-stroke type and the chassis had a 12-foot wheelbase and used solid tires. For 1915 only a 3/4-tonner was made which had shaft drive, 11-foot, 1-inch wheelbase with pneumatic tires and whole chassis price was \$2,100.

BROOKS

1927-1928

(1) Brooks Steam Motors Co., Stratford, Ont.

(2) Brooks Steam Motors Co., Buffalo, N.Y.

An insurance broker named Oland Brooks decided to build steam cars on Stanley lines, making about 180 sedans from c. 1924 to 1926, quite similar to Stanley's last design. An American branch was established in 1927, and a steam-powered bus was displayed by the Canadian company in the fall of that year. Its boiler could build up 750 lbs/sq. in. pressure in 40 seconds and a loaded test chassis achieved 60 mph. The Brooks bus, of which one chassis and one complete bus with aluminum parlor car body, was built, had 4-wheel air brakes. During 1928 the Buffalo factory converted an ACF Metropolitan bus into a steamer, but neither financing nor orders materialized. One of the Canadian buses remained in use until 1937, though latterly with a gasoline engine.



Buffalo in Foreign Trade

BUFFALO DIVISION, TWIN COACH CO.

A four-year-old factory with an imposing list of foreign customers is Buffalo Division Twin Coach Co.

Cayuga Rd. and Cleveland Dr., Cheektowaga, located in the wartime 2B Modification Center of Curtis-Wright Airplane Co. Opened in April, 1946, Buffalo Division Twin Coach Co. has exported 270 urban buses to Switzerland, Portugal, the Philippines, Brazil, Argentina, Canada, Cuba and the Netherlands West Indies. On many buses shipped abroad, instructions on the driver's panel, the sign on the emergency door, and printed directions to patrons were in the Spanish, Portuguese, Dutch or Italian language in accordance with the buyer's requirements.



JOHN J. LEE

A few weeks ago, the plant discontinued manufacture of complete buses. Yet it is still an exporter. To the parent plant at Kent, O., the Buffalo factory ships window panels, bumpers, bumper brackets, and other sections and essential accessories of buses. Currently, the factory is producing also plane parts for the U. S. Navy. The largest of these weigh more than a ton—up to 2,600 pounds.

Production Record Praised

The plant's production record has won wide acclaim. In its first year, it engineered and built two new types of inter-urban bus, and manufactured 513 urban buses. These buses, designed to be driven within a city, are familiar to Buffalonians, since 171 of them are in the service of the IRC.

1949

During the wartime hiatus Twin Coach made control cabins for U.S. Navy blimps and tail assemblies for Curtiss-Wright airplanes at Kent, and also operated a government owned aircraft modification plant at Buffalo, New York. This factory was purchased in 1946 and converted into a second bus assembly plant. Canadian customers were served from a third plant at Fort Erie, Ontario, from 1948 to 1951.

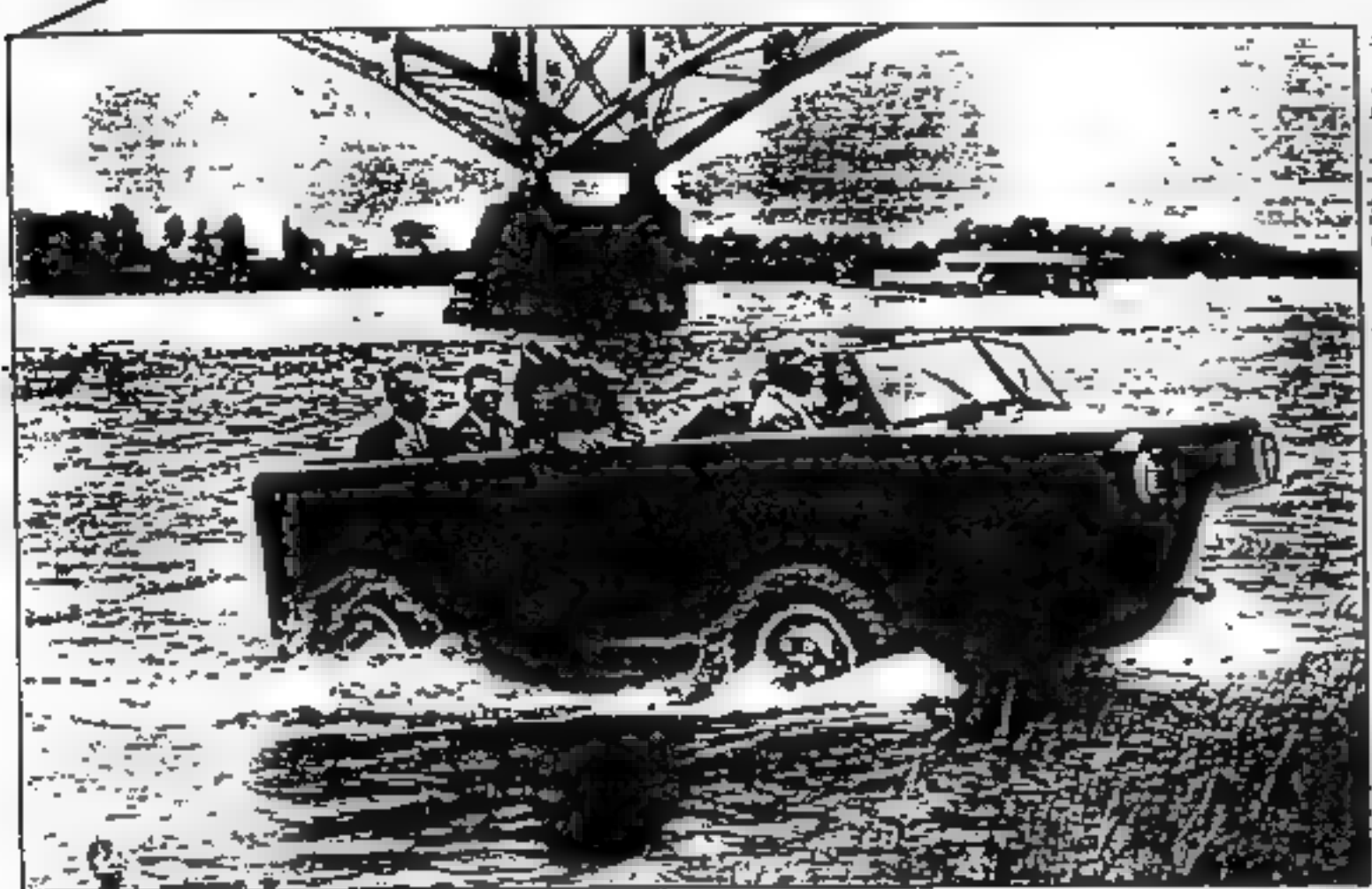
The postwar Twin Coach bus was completely new, with styling by Dwight Austin. Its most distinctive feature was a six-piece windshield entirely of flat glass, versions of which are used today by all three major U.S. makers of transit buses. A new engine plant in Kent was used to produce a 6-cylinder gasoline motor of high compression and light weight. In the postwar Twin, this engine was turned on its side beneath the floor to gain the benefits of good weight distribution and minimal loss of power in transmission. It was coupled to a Spicer torque converter, wartime production of these transmissions for military vehicles having greatly speeded their development into



1947 TWIN COACH Model 41-S 41-seater bus, MBS

reliable and useful devices. The larger models of postwar Twins, the 41- and 44-passenger versions, were originally intended to have dual engines, but only the first few 44-passenger buses were actually built in this way.

ARMY EXPERTS TEST BUFFALO-MADE AMPHIBIAN AUTO



The "Aqua-Cheetah," invented by Roger W. Hofheins of Buffalo, was tested successfully as an Army scout car near the Southern Grand Island Bridge on May 27. Powered by an auto motor, it is capable of 40 mph on land and can be used in later conditions. Army engineers tested the reconnaissance vehicle again on June 10th at Fort Salis, Va. Mr. Hofheins, the inventor, is a son of Walter F. Hofheins, former president of the Automobile Club of Buffalo.



OBJECT OF INQUIRY—E. S. Bromage of Box 246, Florham Park, N. J., wants information about this Aqua Cheetah, built in Buffalo and tested under the South Grand Island Bridge on May 27, 1941. He's trying to restore it and wants technical information. The Aqua Cheetah was invented by Roger W. Hofheins, a boat appraiser for a local insurance company who founded the Amphibian Car Corp. It is called Model X-AC-2. . . . C E 4/19/73

OFF SMALL ROADS

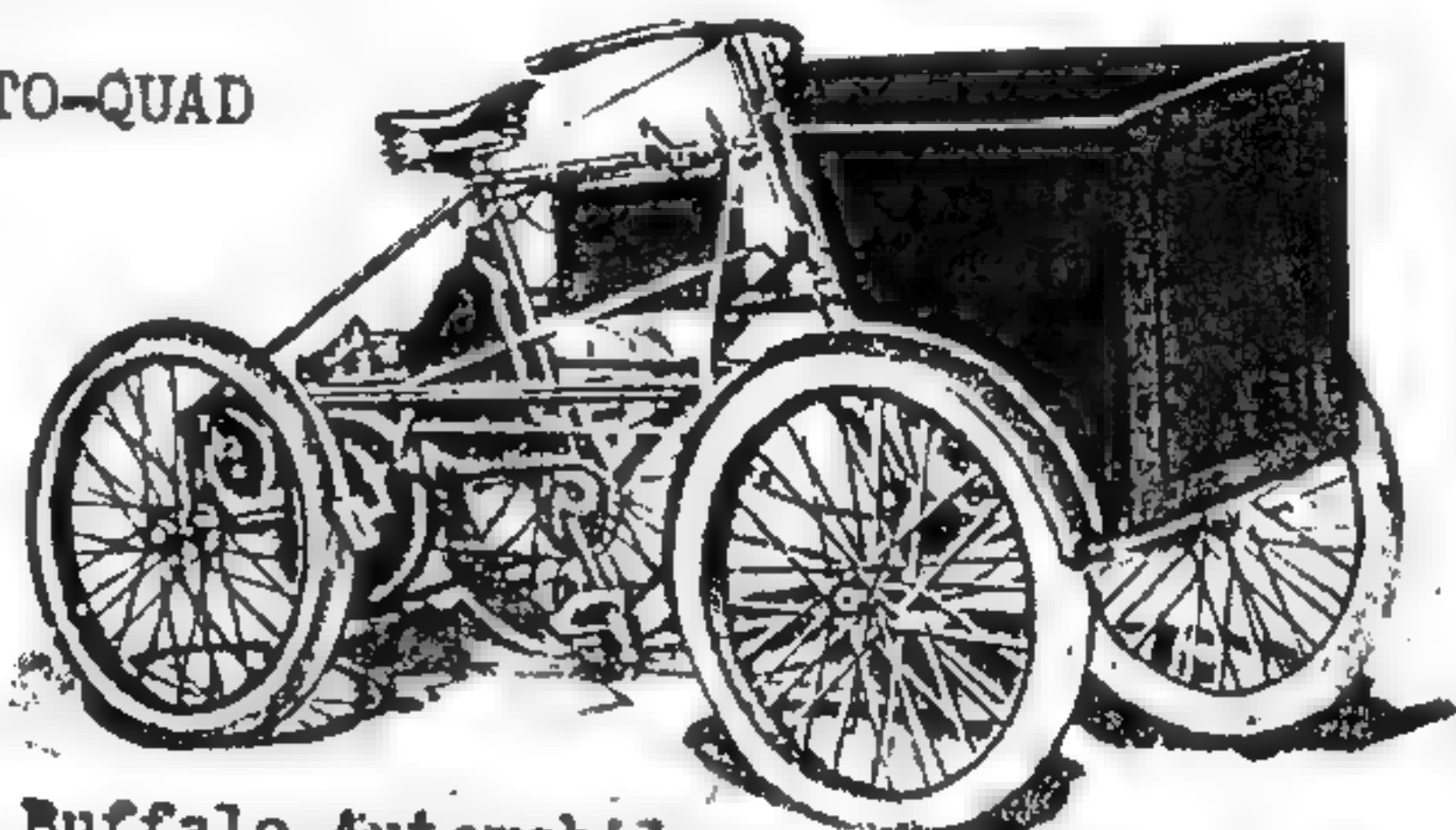
An off-road truck that can fit in the bed of a standard pickup is available from Recreatives Industries, Inc. of Buffalo, New York. Called the Max, the little truck can carry two people

and 500 pounds of cargo. Powered by either a 16-hp or 38-hp engine the six-wheeler is claimed to reach speeds of 45 mph on land and 4 mph in water. The off-road amphibian is perfect for swamp and soft-snow travel due to its light weight and good weight distribution.



The substitution of the rectangular box shown in the illustration gives a parcel delivery that is unexcelled for swift economical service and will effect immense savings in any business. The dimensions of the box are 32"x32"x40" and it will carry a weight of 250-lbs. If desired the boxes can be made in special designs to advertise different lines of business.

AUTO-QUAD



Buffalo Automobile
& Auto-Bi Co.

Buffalo, N.Y.
1901

E.R. Thomas

See Auto-Quad under Buffalo cars.



Motorette delivery body lends itself to a variety of uses. One of the most obvious is for light delivery of groceries, but it is also being used by florists and other retailers, as well as being fitted especially for auxiliary fire-fighting at airports and industries. This one is being used by Frank Mascari, 922 Elmwood Avenue.

MOTORETTE NEW MODELS HAVE MORE POWER

THE Motorette Corp. of Buffalo, N. Y., has announced several outstanding changes in its two-seater passenger model "20." Beginning at once, all production models will have a six h.p., single-cylinder engine.

This increases by fifty per cent the power offered in earlier models. In addition, a centrifugal clutch, and an automatic transmission and shifting arrangement allows quick acceleration but gives about the same mileage from a gallon of gasoline as was experienced with the smaller engine. Motorettes in use have been getting seventy-five miles for each gallon consumed in average driving.

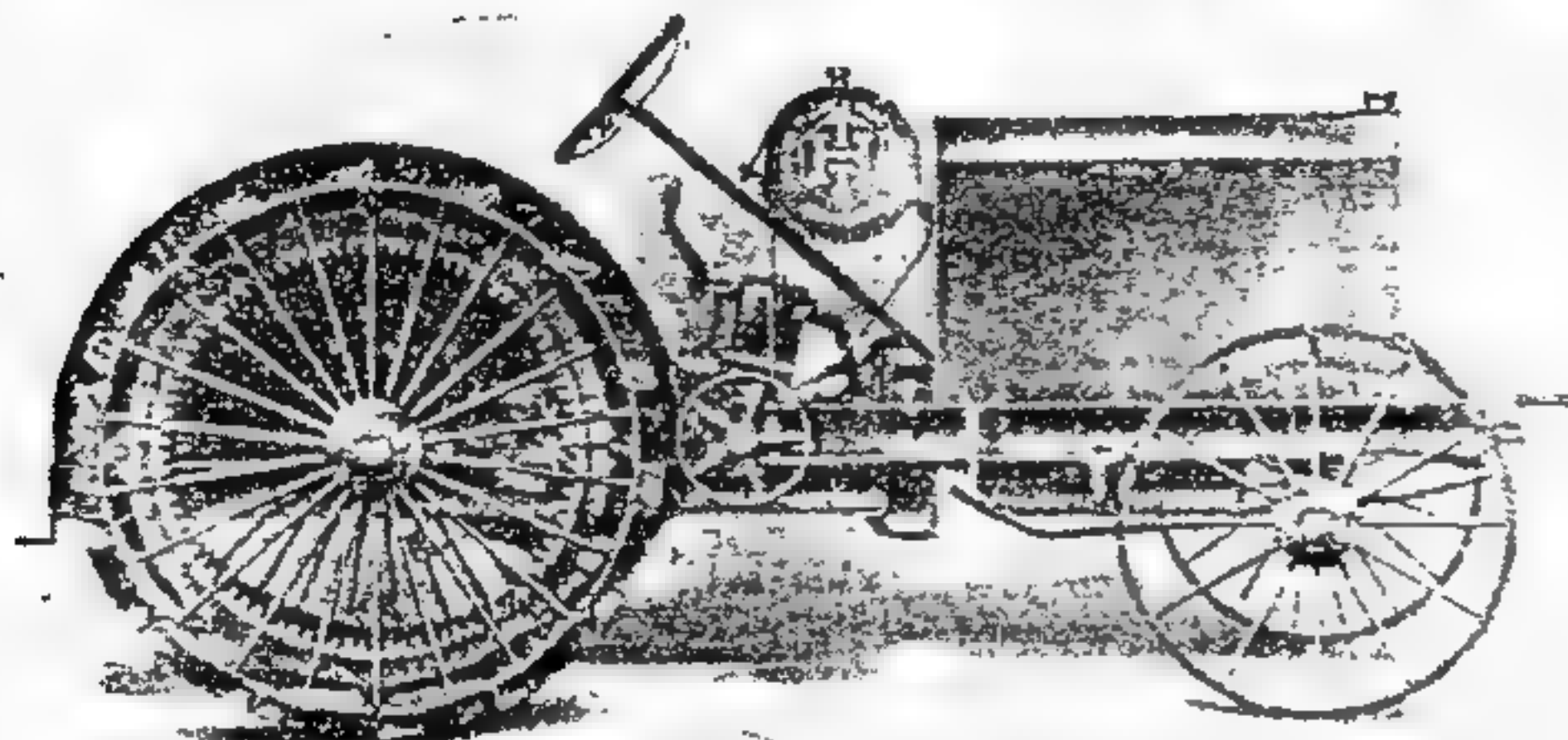
The company president, Stephen A. Bucholtz, announced last week that over 4,000 of the little cars had been built. At that time the company made known the details on its commercial delivery model "30," the Truckette, which has been in production for several months. Both vehicles utilize the same chassis, power plant, and coil spring suspension; and each carries two people in comfort. The delivery car is slightly longer and heavier. Suitable space for merchandise is located behind the seat and over the rear-drive engine compartment.

The new increased power offers better performance on hills and is expected to be particularly attractive in localities having uneven terrain. Top speed is now quoted as 45 m. p. h. Positive-action brakes are equipped with a parking arrangement incorporated in the single pedal. All models carry lights, starter, battery, generator and electric-warning signal.

Hession Tiller & Tractor Corp. Buffalo, N.Y.

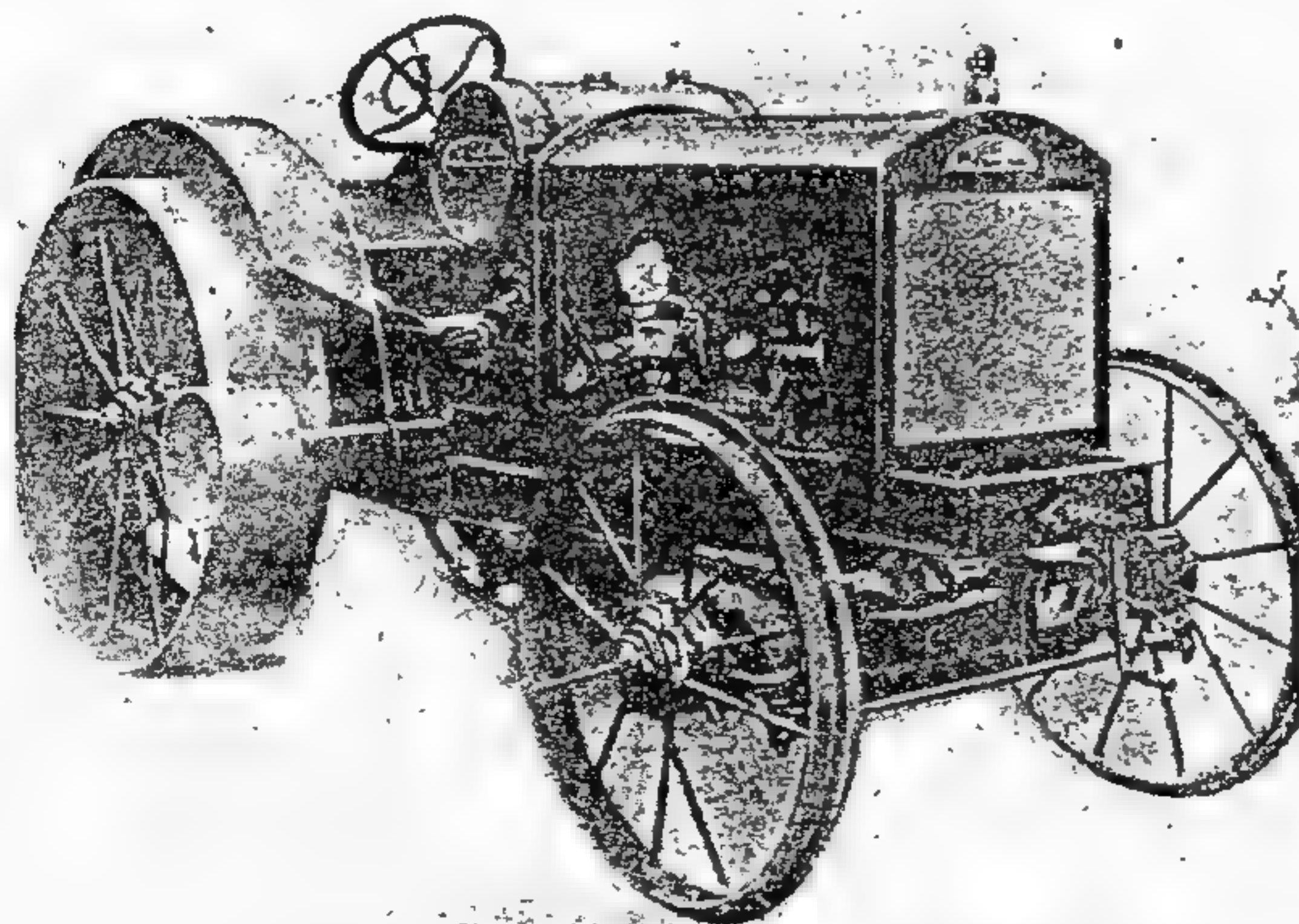
TRUCKS SUPPOSEDLY MADE IN BUFFALO-
MANUFACTURE NOT VERIFIED

Hession Farm and Road Tractor



In 1917, Hession Tiller & Tractor Corporation was capitalized for \$10 million dollars. Through 1919, this tractor was marketed as the "Hession", but beginning in 1920, it was known as the "Wheat" tractor. Using an Erd four-cylinder, 4 x 6 inch engine, it carried a 12-24 horsepower rating. The Hession tractor was available with steel wheels for farm work, or hard rubber tires for road work at speeds up to 10 MPH. It weighed 3,850 pounds and sold for \$1,695. After 1920, the company was known as Wheat Tiller & Tractor Corporation at Buffalo.

Wheat Tiller & Tractor Co. Buffalo, N.Y.



For 1921, Wheat Tiller & Tractor Corporation presented the 12-24 Wheat tractor. Originally organized in 1917 as Hession Tiller & Tractor Corporation, the firm offered a combination farm and road tractor. Steel wheels or hard rubber tires could easily be interchanged. In 1921, the only year this company was listed, the Wheat tractor sold for \$1,500. The specifications remained the same as for the earlier "Hession" tractor. Matthews Tractor Company, Brockport, New York sold the "Wheat" tractor from 1922 to 1924.

Cyphers Motor Car Co. - 1912-
1913. Commercial vehicles.

High Grade - 1918
Trucks

Linn Manufacturing Co. - 1939?
Half-track truck. Supposedly in Buffalo 1939.
Morris, N.Y. 1916-1950.

Sternberg Truck - 1909-1914

CARS MADE OUTSIDE BUFFALO

BATAVIA

Adria - 1921-1922
Cooley - 1900-1901
Genesee - 1911
Thomas - 1939
Tomlinson -
Refer Cooley

BLASDELL

Fini - 1977

DANSVILLE

Klink - 1907-1910

DEPEW

Klepfer - 1912-1914

DUNKIRK

Chautauqua Steamer - 1911
Niagara - 1913

EAST OTTO

McGlashan - 1899

JAMESTOWN

Birmingham - 1921-1923
Bloomquist - 1959
Chautauqua - 1914
Dart - 1914
Duquesne - 1904-1906

LOCKPORT

Covert - 1902-1907
Junior R - 1924
S.B.M. Steam - 1901
Shaeffer-Bunce - 1902

NIAGARA FALLS

Cataract - 1904
Lad's Car - 1912-1914
LaSalle-Niagara - 1915-1916
Niagara - 1900-1902
Niagara - 1912- 1914
Refer Lad's Car

NORTH TONAWANDA

Herschell-Spillman - 1901-1904
Dates also given as 1904-1907
Spillman - 1901-1904
Refer Herschell-Spillman
Starin - 1903-1904
Dates also given as 1901-1904

OLEAN

Close - 1902-1907

RIPLEY

Burrows - 1914-1915

TONAWANDA

Tonawanda
Actually built in Towanda, PA
Refer text under Tonawanda

WILSON

Niagara - 1903-1905
Trade press sometimes called
car Wilson. LaSalle-Niagara
Automobile Co. took over assets
and built car called LaSalle-
Niagara.

ADDENDUM--GASPORT- SEE PG. 41 "FRIEND"

CARS MADE OUTSIDE BUFFALO

KIT CARS (Component Cars)

CAMBRIA (LOCKPORT)

Niagara Motor Car Co. - 1970-1975?

Bugatti
Le Sabin

CHEEKTOWAGA

Antique & Classic Automotive Inc. - 1978-to date
1937 Jaguar SS 100

Bobcor Motorcars Ltd. - 1975-?
1930 Alfa Romeo

British Motor Cars Ltd. - 1983-to date
1952 Jaguar XK 120

LANCASTER

Eagle Coach Work Inc. - 1981-to date
1932 Jaguar SS 100G
1952 Jaguar XK 120G

ADDENDUM - OLEAN

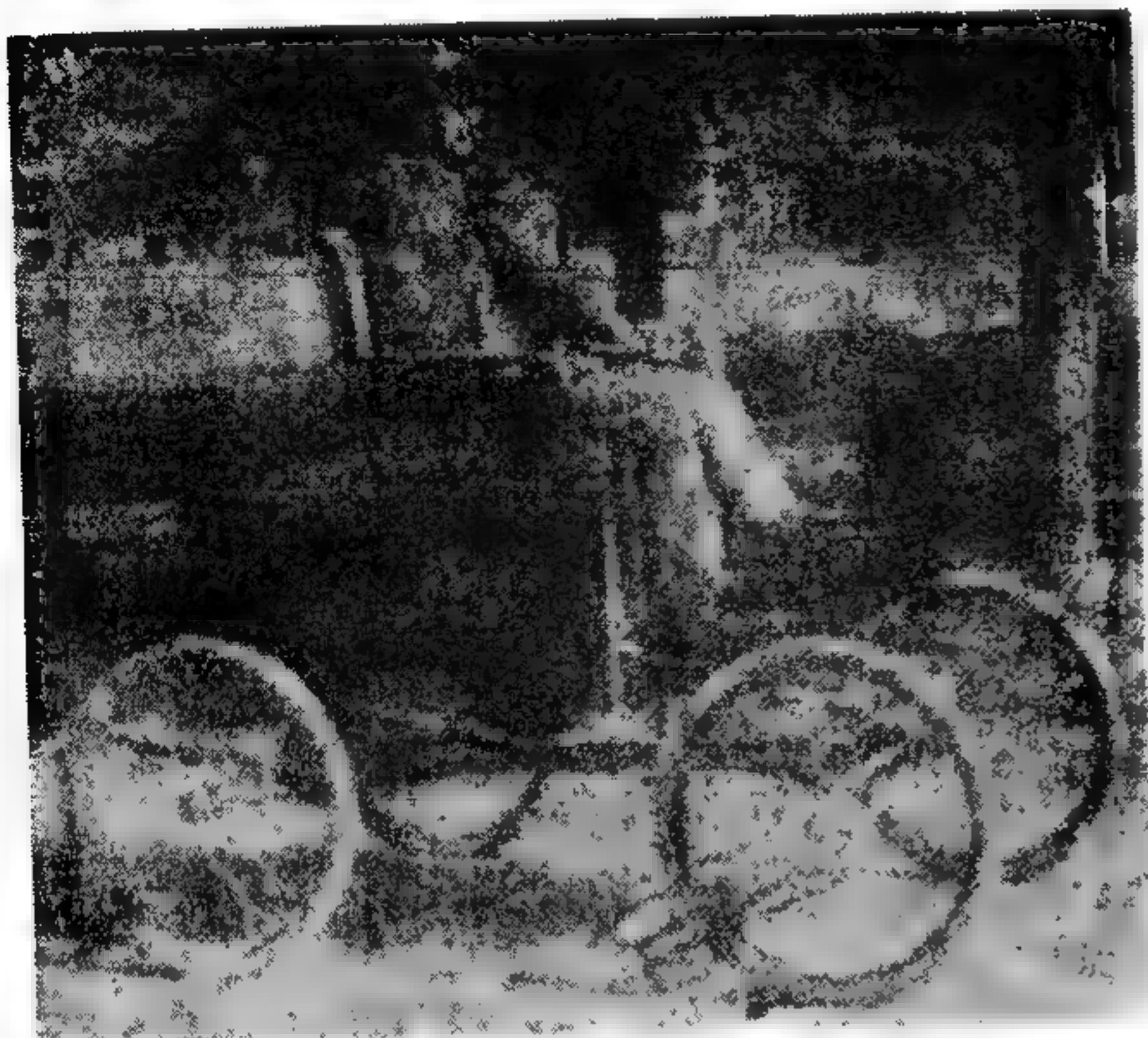
COLEMAN — Olean, New York — (1910-1915) — Light trucks were made by F. Coleman Carriage & Harness Co. They included 1200-pound vans designated Models A-1 and A-2, which had 20 horsepower, air-cooled two-cylinder engines under the body. There was also a Model B one-ton with 107 inch wheelbase and water-cooled four. In 1914 and 1915, the one-ton Model D was offered, with stake or express bodies, at \$1,950 and \$2,100, respectively. The small vans had planetary transmissions and double chain-drive.



1914 Coleman Model B Covered Express (OCW)

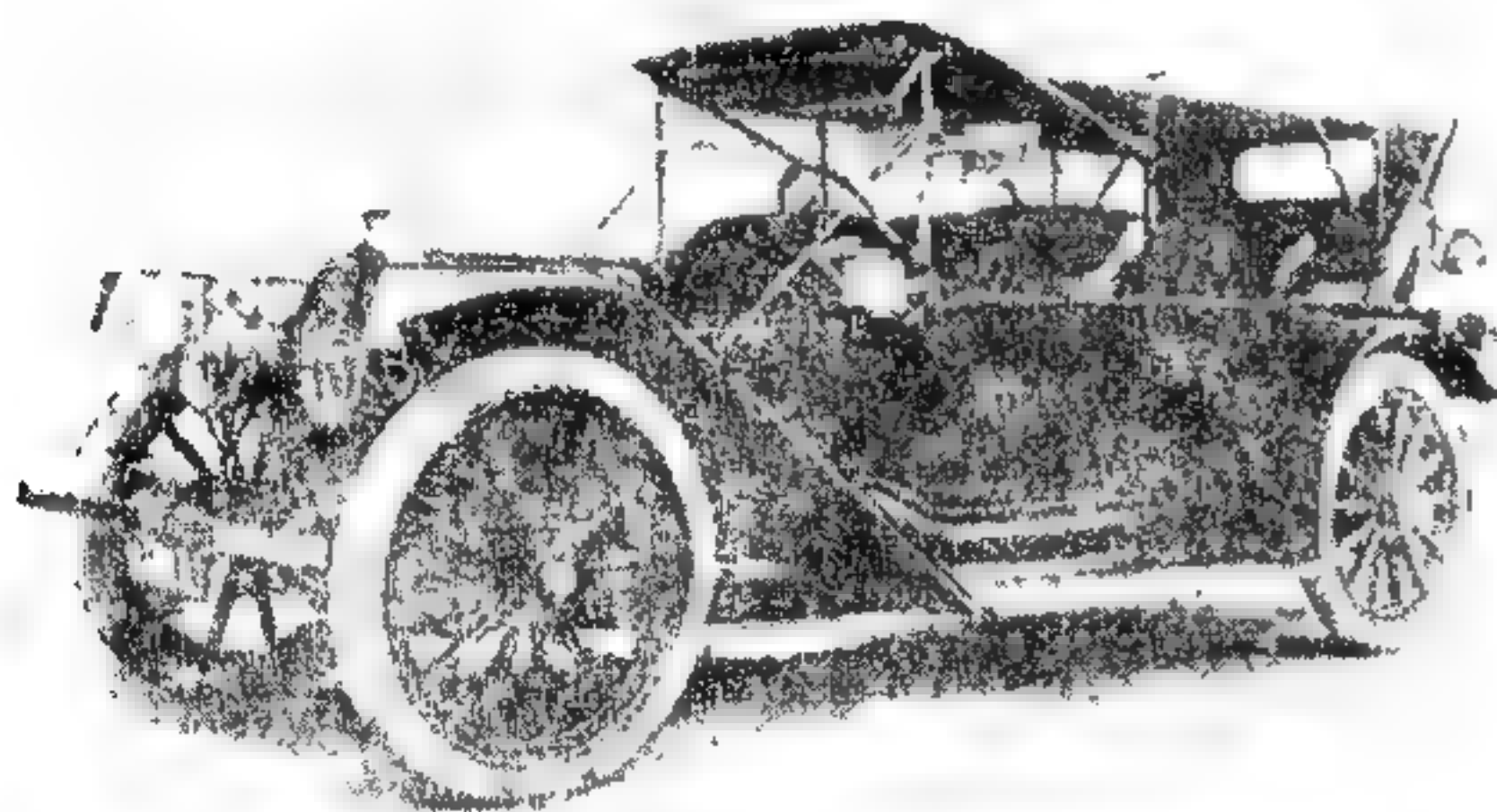
BATAVIA

ADRIA — Batavia, New York — (1921-1922) — The Adria Motor Car Corporation was in trouble almost as soon as it began. Although its product was an assembled car with a four-cylinder Supreme engine, the company widely ballyhooed the "radical departures from conventional design" it reserved. These departures included a chassis made up in four pieces and put together like the sides of a box; a body made in three main sections and built up in appropriate jigs so as to be interchangeable; and a unique design of cross springs and non-loading axles both front and rear.



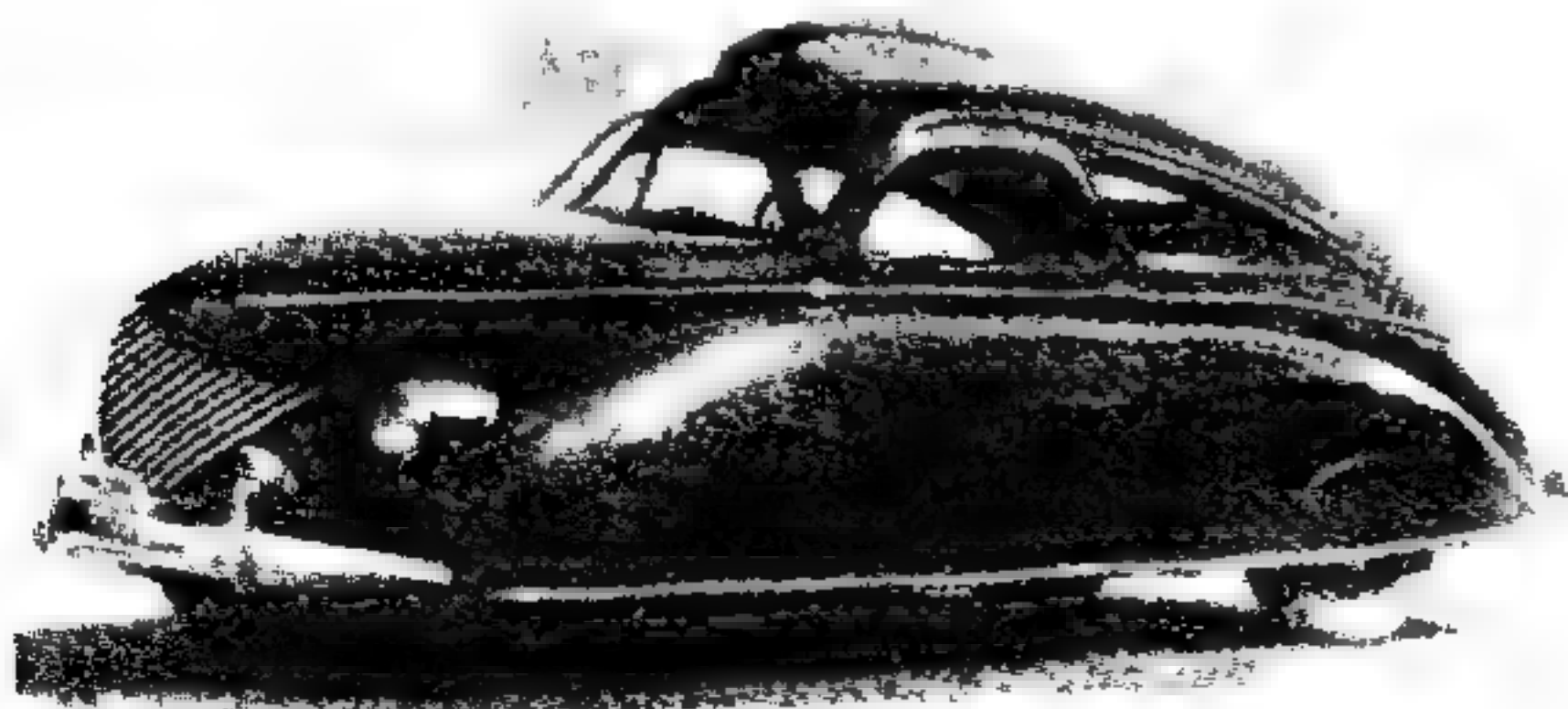
1900 Cooley

COOLEY — Batavia, New York — (1900-1901) — On April 2nd, 1900, *The Daily News* of Batavia reported that Robert L. Cooley, who was the proprietor of a bicycle shop in town, was building an automobile which he would fit with a 4 hp gasoline engine and 28-inch bicycle wheels. The year following, in partnership with Daniel W. Tomlinson, Cooley built another automobile patterned after a steamer that Tomlinson had purchased that summer. This car may have been revised from the gasoline car of the previous year. Subsequently, Cooley and Tomlinson built another steam car for an ex-railroad engineer living in nearby Corfu. This represented the total extent of Cooley/Tomlinson automobile production.



1912 Genesee, 8-pass. torpedo touring.

GENESEE — Batavia, New York — (1911) — The Genesee was a big car. Indeed, its producers bragged in 1911 that its 148-inch wheelbase made it the longest car in America by some two inches. Its wheels were 48 inches in diameter; its six-cylinder 564-cubic-inch engine developed 96 horsepower. But the only Genesee ever built was the first one.

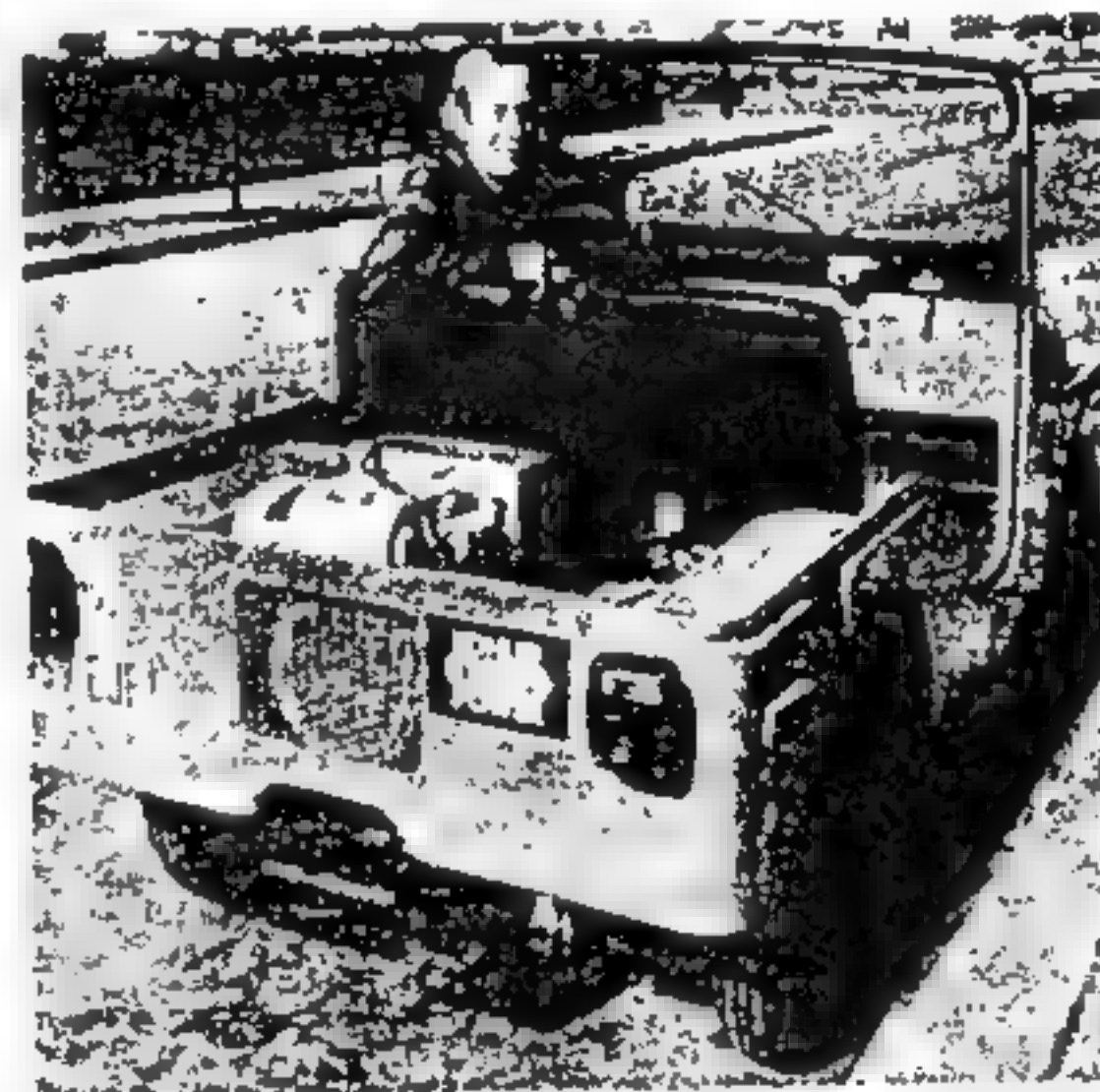


1939 Thomas.

THOMAS — Batavia, New York — (1939) — Charles D. Thomas was a thirty-year-old Batavia mechanic when he built his dream car in 1939. Among other features, it sported a one-piece unit body, independent front suspension, a padded safety interior, suspended control pedals, and a streamlined periscope on the roof providing vision to the rear. The car was pictured in the August 1940 issue of *Motor* magazine, and although Thomas attempted to find backing to go into production, he was unsuccessful. After the Second World War, Charles Thomas tried again, however, with a new car called the Playboy. One of the most promising post-war sports cars, the Playboy was put into manufacture, though a few less than a hundred were built before the company went under in the early Fifties.

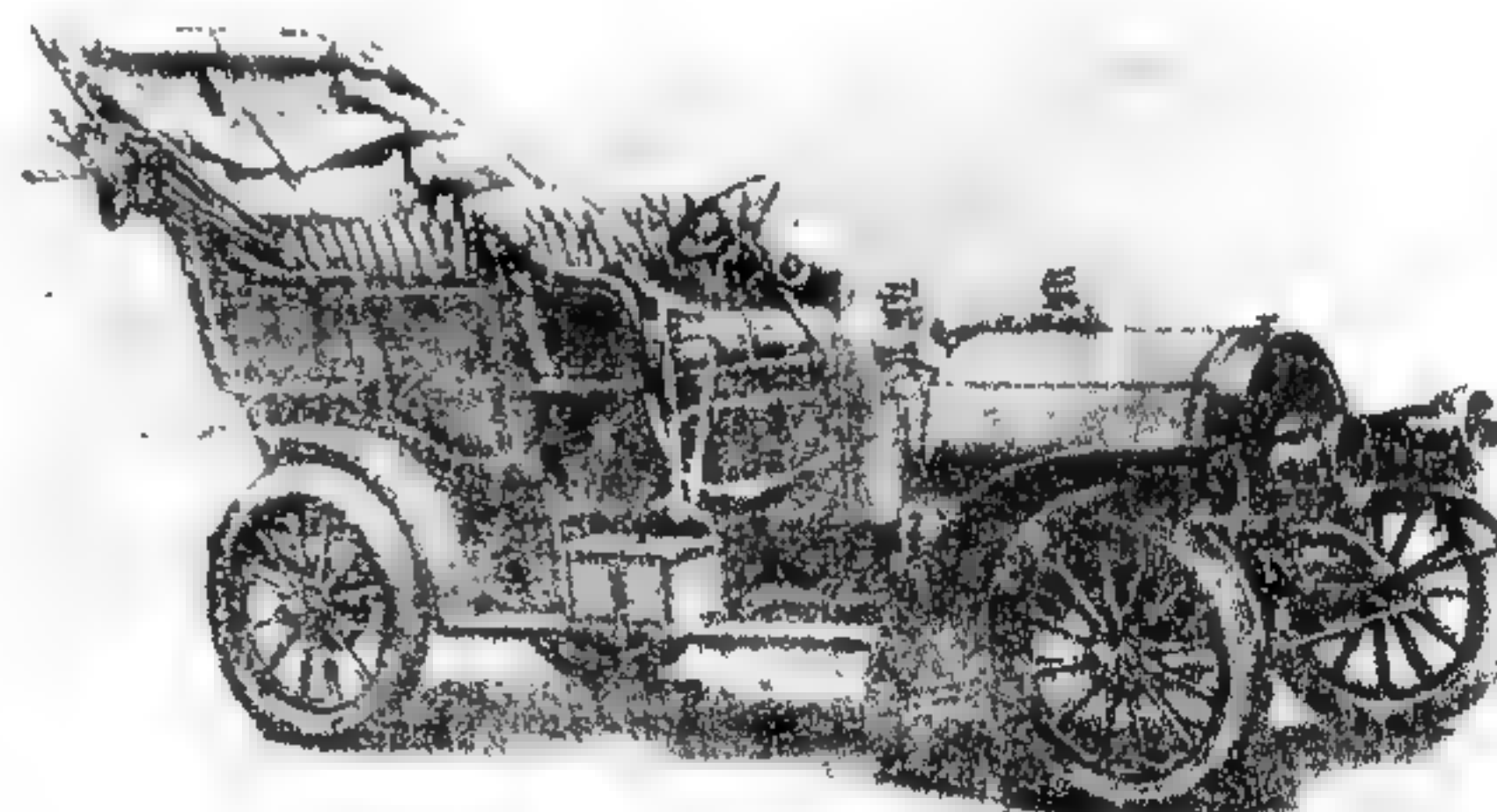
TOMLINSON — At the turn of the century in Batavia, New York, Daniel W. Tomlinson built two steam cars in collaboration with Robert L. Cooley. Manufacture was not embarked upon, however, and Tomlinson soon returned to his principal activity as a banker in Batavia, and as manager of the Baker Gun Company. Refer to Cooley.

BLASDELL



GAS MISER — This lightweight car built by Anthony Fini Jr., 30, of Blasdell, an industrial-arts teacher, gets 50 miles to a gallon of gas. The vehicle, with Mr. Fini at the wheel, is powered by a 13-horsepower tractor engine and can travel nearly 50 mph.

DANSVILLE



1907 Klink, touring.

KLINK — Dansville, New York — (1907-1910) —

The Klink was an assembled car, with bodies arriving from Buffalo, rear axles and transmissions from Brown-Lipe in Syracuse. The engines were Continental, fours initially, supplemented by a six in 1909. Such parts manufacture as was required locally was handled by the Sweet Foundry.

The 30hp Klink was available as a five-seater touring model or as a two-seater roadster at a standard price of \$2,000. The 4-cylinder 4.4-litre engine had a 3-speed selective transmission. A 40hp four was introduced for 1908, and a 35hp six for 1909, but all production ended in September of that year, after about 20 cars had been made in all.

DEPEW

KLEPFER — Depew, New York — (1912-1914) — The Klepfer brothers of Depew were Matthew, John and Frank, the last named having established a Buick agency in town in 1905. From 1912 to 1914 the brothers constructed two prototype cars with the intention of following this with a

small series of a half-dozen production examples. Their inability to secure parts because of materials shortages concomitant to the onset of World War I thwarted their plans. Only the two prototypes were completed, some parts of one of them remaining with the Klepfer family to this day.

DUNKIRK

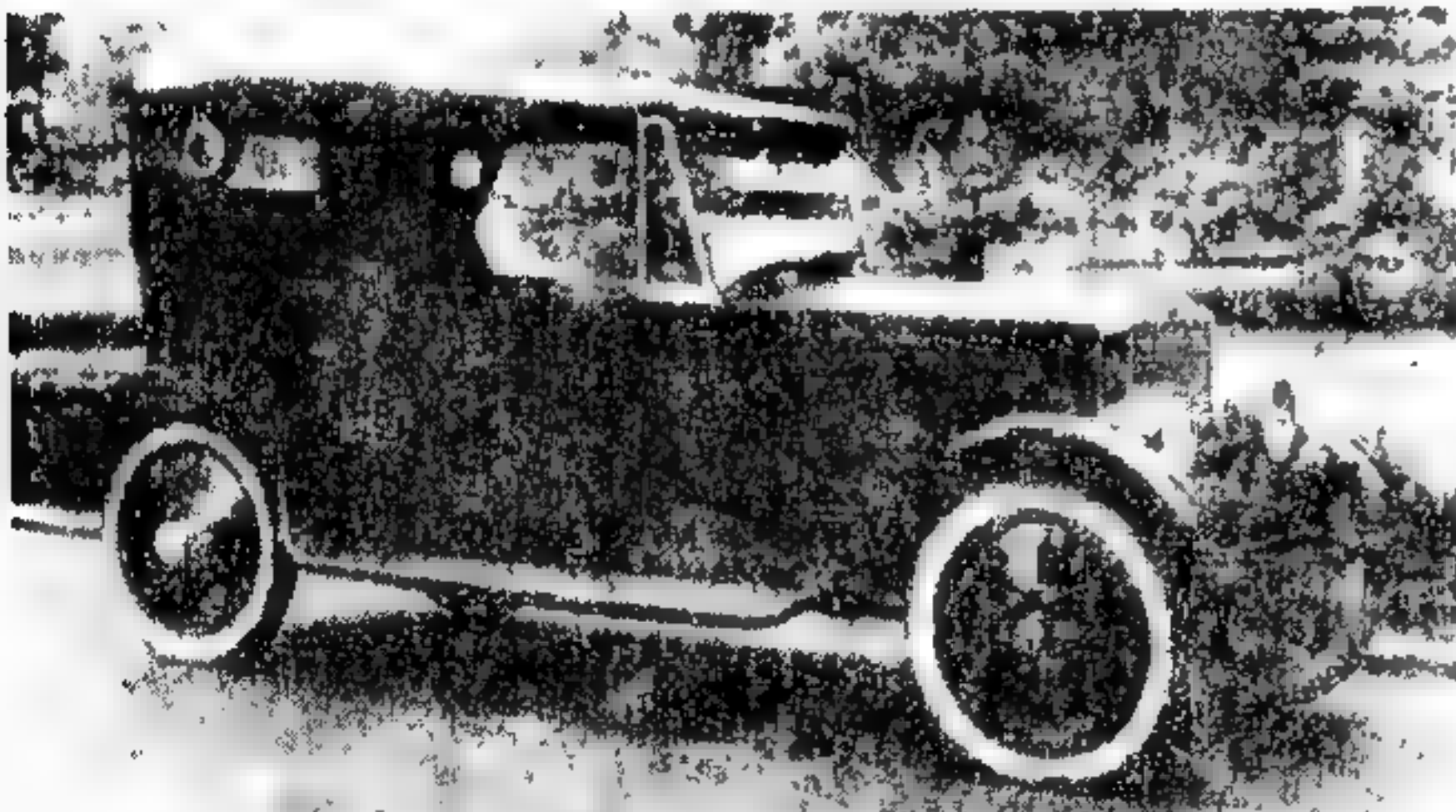
CHAUTAUQUA STEAMER — Dunkirk, New York — (1911) — Only prototypes were built by the Chautauqua Motor Company of Dunkirk, though the firm had certainly intended to become a factor in the motor industry. That Chautauqua built at least one automobile was indicated in a Timken bearing ad in *MoToR* in January 1911. That a truck was produced as well was documented by the appearance of same at the Chicago Automobile Show that February where the vehicle was demonstrated. Chautauqua faded from the scene soon after. This venture, incidentally, seems to have evolved out of the Webb Jay Motor Company which produced a steamer, Chicago in 1908 and continued thereafter as a steam car dealership until the brothers Jay found more lucrative courses to pursue. A reference from March of 1910 indicates that the Webb Jay organization had that month changed its name to Chautauqua Motor Company.

NIAGARA — Buffalo & Dunkirk, New York — (1913) — This Niagara is a puzzlement. The Niagara Motors Manufacturing Company was organized in early 1913 in Buffalo, but by March had moved to Dunkirk. Its first car was completed that month and was shipped to a customer in New Orleans. According to the December 3rd, 1913 edition of *The Automobile*, the Dunkirk plant had by that time been shut down. "The local board of trade is said to have promised to arrange for stock subscriptions," *The Automobile* advised, "but as the latter were not paid for, according to the company, the plant had to cease operations despite projects of success." Possibly the projects of success referred to was the one sale to New Orleans.

EAST OTTO

MCGLASHAN — In December of 1899 *The Autobain* reported that William McGlashan of East Otto, New York had completed the building of an automobile and expected to engage in its manufacture. Details are lacking.

JAMESTOWN



1922 Birmingham, touring.

BIRMINGHAM — Jamestown, New York — (1921-1923) — The Birmingham was a 55 hp Continental-engined six on a 124-inch wheelbase with standard components used throughout but a most unusual flexible suspension system. Three transverse springs and an independent rear axle were combined with two transverse springs in front which made for a four-wheel independent suspension and the "easiest riding car ever put on the market," as advertising said.

As many as 50 Birminghams may have been built during the contentious short life of the company. None of the cars are believed to exist today.



1959 Bloomquist, 2-dr roadster, V-8.

BLOOMQUIST SPORTS CAR — (SIX) — Little is known about this fiberglass car, apparently a kit built off a modified Kaiser frame. Styling was like a smooth-sided Austin-Healey with a unique front end. Headlights were mounted in an oval housing a bar grille. A large hood scoop with a V-notch was seen. The windshield was a two-piece, Veed type. An external rear spare was used. The doors opened 'suicide' fashion.

BLOOMQUIST ENGINE

Kaiser Six. (See Kaiser section for specifications).

CHASSIS FEATURES: Shortened Kaiser running gear.

OPTIONS: Not applicable.

Historical footnotes: Built by Gordon Bloomquist, Jamestown, New York.

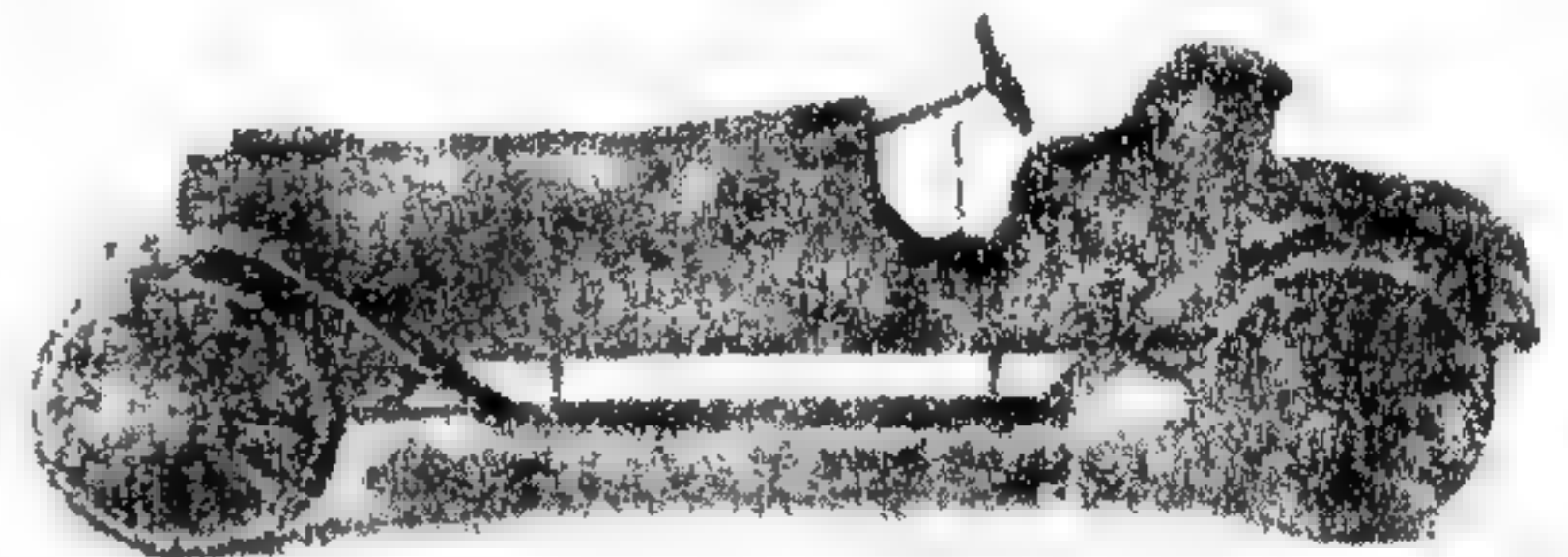
Later information indicates that some attempt was made to produce further copies of the car, to be sold at \$1,100 each, though it is not known how many such vehicles were produced.



1914 Chautauqua Cyclecar, runabout.

CHAUTAUQUA — Jamestown, New York — (1914) — The Chautauqua was a cyclecar produced by the Chautauqua Cyclecar Company which was in all ways save two similar to virtually every other cyclecar on the market. The first difference was its standard 56-inch tread, the second was its steering-column-mounted gearshift. This novelty was not sufficient

to cause the Chautauqua to survive longer than any other cyclecar. Indeed, it may not have proceeded much beyond the prototype stage.



1914 Dart, 2-pass. roadster.

DART — Jamestown, New York — (1914) — The Dart cyclecar had a two cylinder air cooled engine, spur gear transmission and chain drive to the left rear wheel only. Disc wheels were standard equipment because, as promotion, said, they are unbreakable.



1906 Duquesne, touring.

DUQUESNE — Jamestown, New York — (1904-1906) — The Duquesne was built by a consortium of upstate New York businessmen who got together first as the Duquesne Motor Car Company in Buffalo, and moved to Jamestown early in 1904 where they chose to call themselves, curiously, the Duquesne Construction Company. Why they chose to move to Jamestown, however, is no mystery, that city having offered the company a cash bonus of \$5000 and a plot of ground adjoining the Straight Manufacturing Company plant which was purchased outright by Duquesne. From this factory came a live-seater touring car with shaft drive, a round radiator and a number of novel features. Headlights which turned with the steering wheel were unusual, but not a Duquesne exclusive, though the company insisted its self starter was. The latter was a ratchet mechanism operating on the flywheel by the foot pedal.

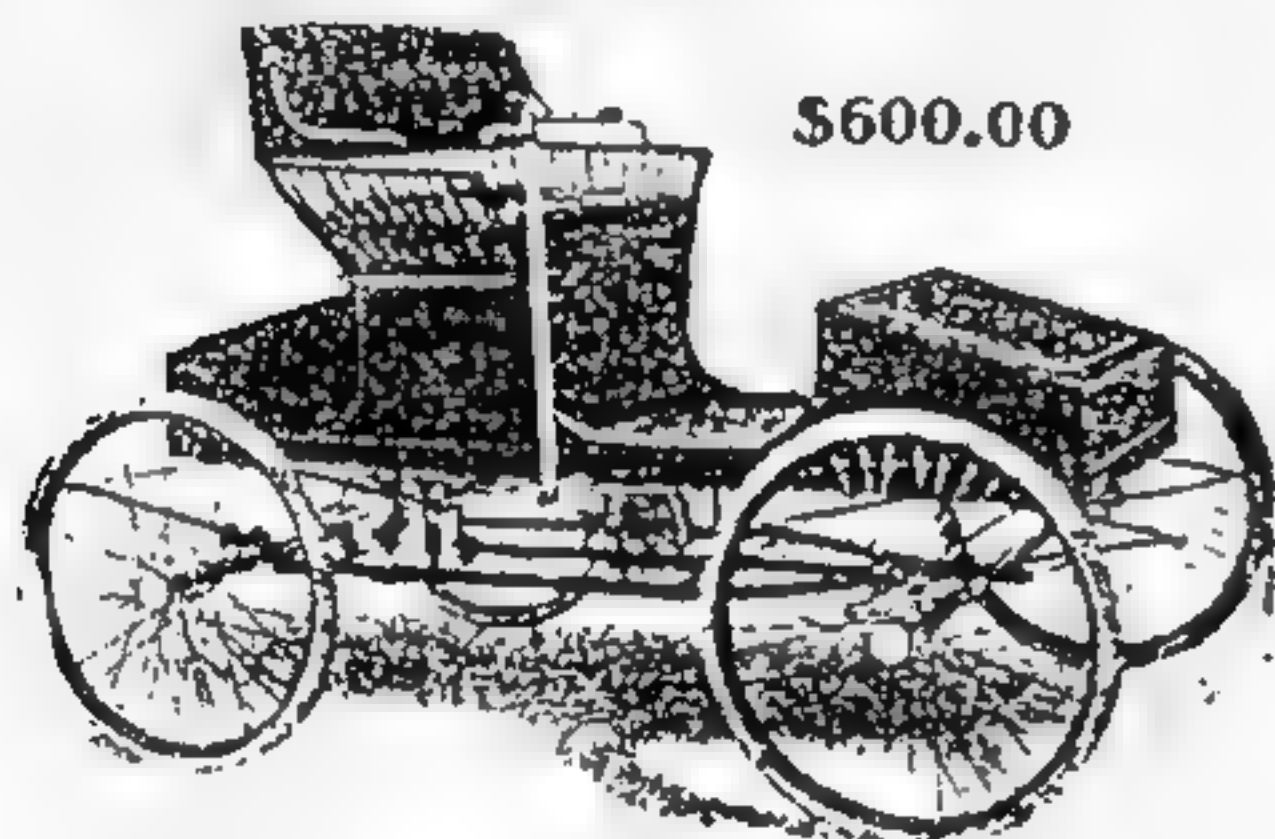
Although a six-cylinder car had been promised to join the Duquesne four, it never arrived. Early in 1906 the company sold out to R.J. Straight who held the mortgage on its plant. Total production has been estimated as six cars.

One feature, however, was almost certainly a first and only for Duquesne, and that was the tilting front seat which when moved to its forward position automatically opened the rear tonneau door.

JUNIOR R — Lockport, New York — (1924) — John J. Raskob was a native of Lockport and a vice-president of General Motors. The Junior R was perfectly named; it was a special touring car that Raskob ordered to be built as a gift for his son, John J. Raskob, Jr. The father's hometown of Lockport happened also to be the home of the Harrison Radiator Division, a GM subsidiary. On one of his visits to home and Harrison during 1923, Raskob asked Wellington W. Muir, a Harrison research engineer, to design and build the Junior R. The car's engine, an L-head four, was produced in the Harrison plant, though the crankshaft and connecting rods were from Chevrolet, the valve tappets and steering gear from Cadillac. Oakland supplied the rear axle, Chevrolet the front. The radiator was pure Harrison, however, the famous Harrison "Hexagon." The body was all aluminum, on a 111-inch wheelbase, with sporty disc wheels and lines that had a GM look, though not of any specific GM car. Following its completion in 1924, the Junior R was driven by Raskob Junior for approximately two years. Then Raskob Senior presented it to Wellington Muir as a gift. Muir drove it until 1971, when he donated it to the Harrison Radiator Division in Lockport. The car remains on display there to this day.

LOCKPORT

COVERT MOTORETTE



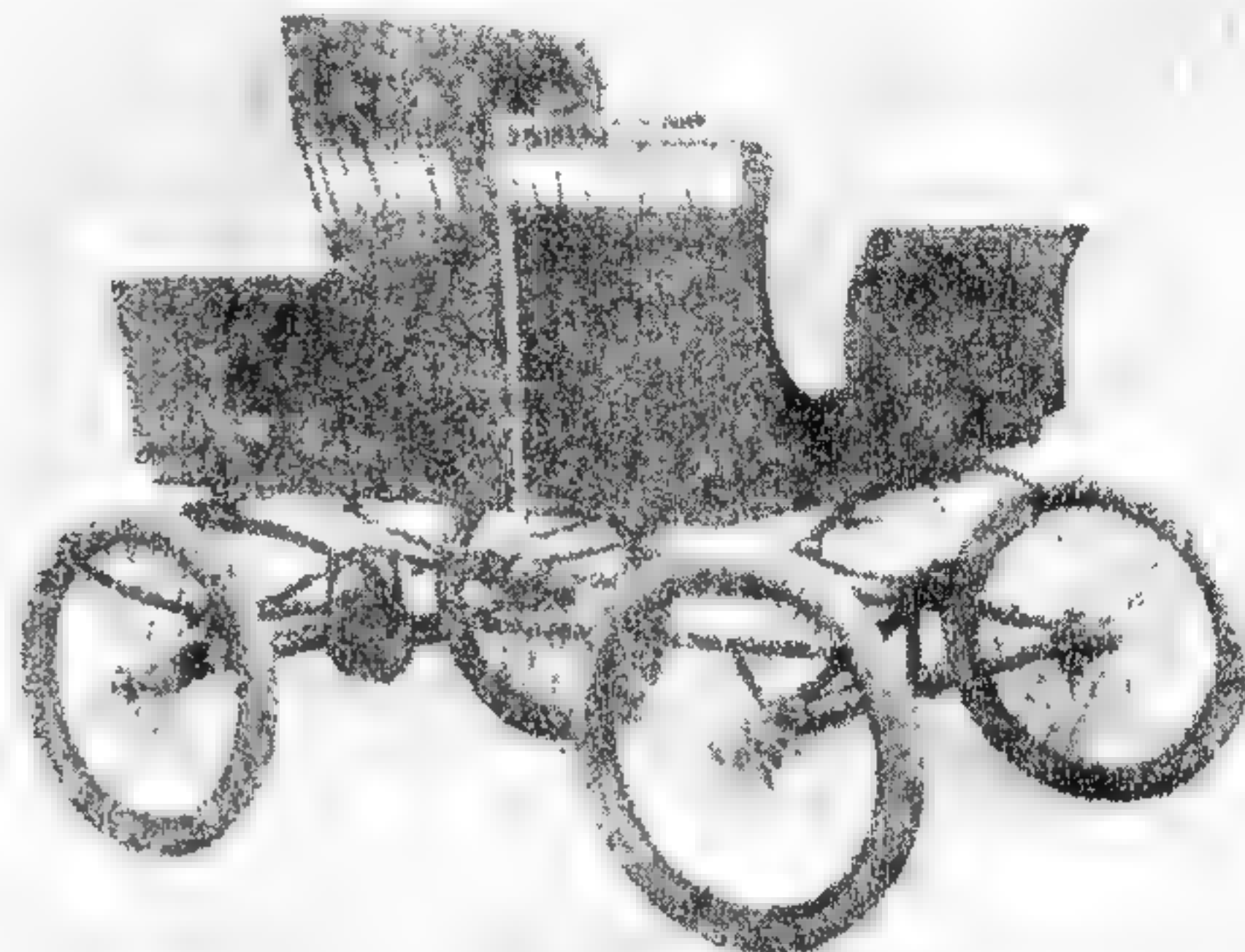
\$600.00

Neat, Comfortable, Efficient
and Easily Operated.

B.V. COVERT & CO.

LOCKPORT, N. Y.

COVERT — Lockport, New York — (1902-1907) — Byron V. Covert & Company was founded early in 1902 ostensibly to produce the steam car Covert had designed in 1901, but in the meantime he had come up with a chain-drive gasoline runabout he preferred, and it was this car which he took to market later that summer. Then he had another idea, introduced at the New York Automobile Show in January 1903: the Covert Chainless, with sliding gear transmission, running gear "of the reachless pattern" and gearbox attached directly to the rear axle. By 1904, when the firm name changed to Covert Motor Vehicle Company, a four-cylinder touring car had been introduced. In the World's Fair Buffalo to St. Louis endurance run that same year, a Covert runabout was the only car in its class to successfully make it to Missouri. Unfortunately, the company was never able to capitalize on this performance on a national basis. The car appears to have been sold mainly to customers in New York State. By 1908 Byron Covert decided to concentrate his manufacture on running gear components solely, and axles particularly.



1901 S.B.M., runabout.

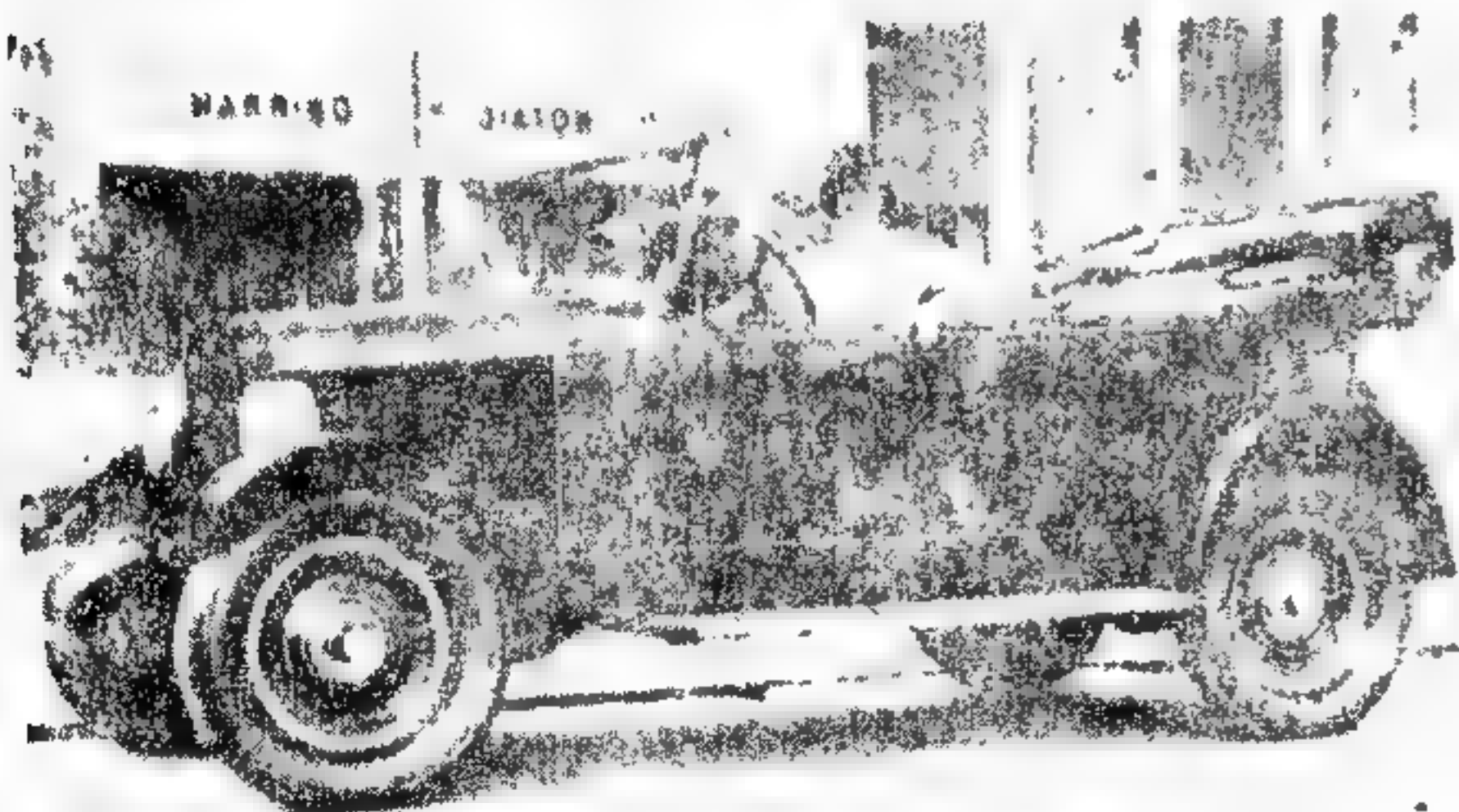
S.B.M. STEAM — Lockport, New York — (1901) / SHAEFFER-BUNCE — (1902) — Shaeffer, Bunce & Marvin of Lockport produced automobile accessories, compound and duplex steam engines and complete running gear for steam automobiles. The company's marketing of the S.B.M. steam car in 1901 might have lasted longer except for the fact that there was a falling out among the partners and Marvin left. Conceivably he was the engineer of the triumvirate and took his engines with him, because the subsequent Shaeffer-Bunce car produced by Shaeffer, Bunce & Company was marketed without a powerplant.

SHAEFFER-BUNCE — The Shaeffer-Bunce built in Lockport, New York in 1902 was the successor to the S.B.M. built in 1901. Refer to S.B.M.

Lockport - Vehicle, No Name
See Pg. 41

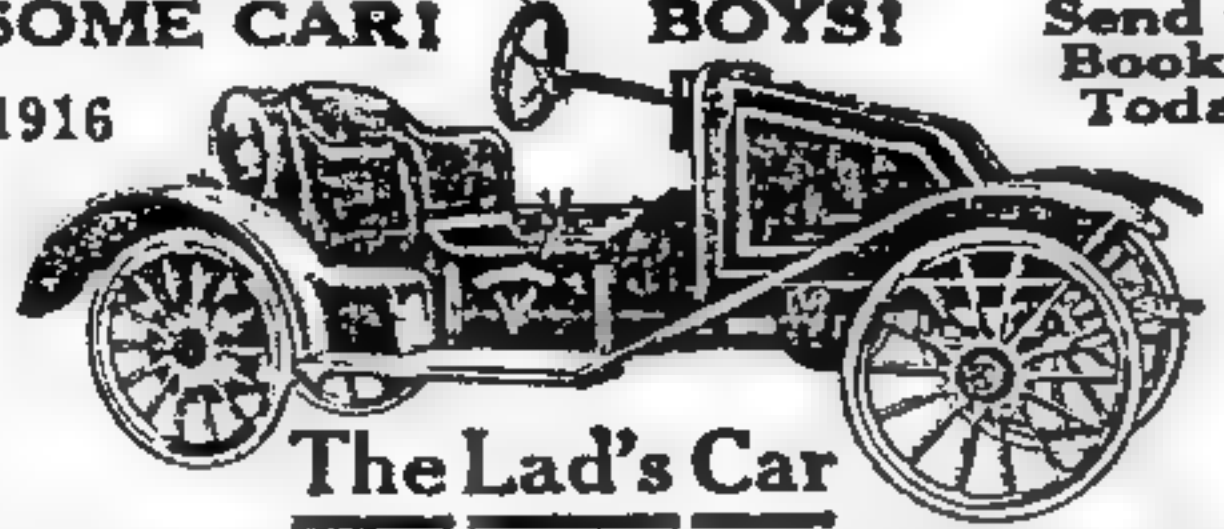
NIAGARA FALLS

CATARACT — Niagara Falls, New York — (1904) — The new Cataract Machine and Automobile Company of Niagara Falls announced the election of its officers during early fall of 1904: S.P. Franchot as president, Fred V. Simpson as vice-president, H.W. Kellogg as secretary, and M. Amberg as treasurer. According to an official company announcement, Cataract was prepared to "begin the manufacture of automobiles and (to) do other work in the machine line." Cataract stuck to the other work. No car of that name ever appeared on the market, though a single example may have been built as a prototype. A decade later a Cataract Motor Company appeared in Paterson, New Jersey, although it seems unrelated to this Niagara Falls venture and was devoted to engine manufacture exclusively.



SOME CAR! BOYS! Send for Booklet Today

1916



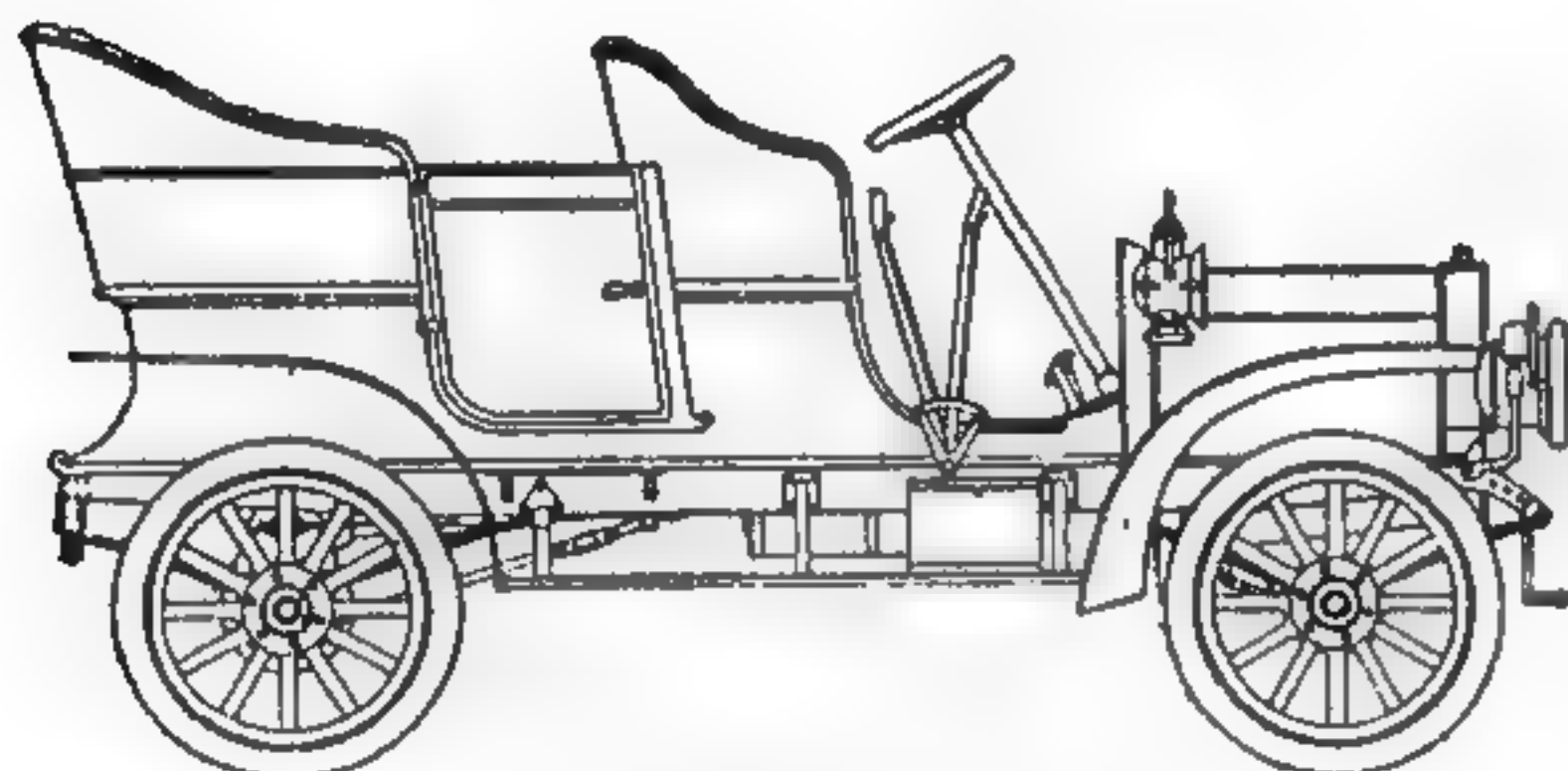
The Lad's Car

Send 20c today for booklet, telling how to build this automobile. Complete instructions and descriptions of parts and sizes, illustrated with diagrams, blue print, cuts made from photographs, and price list of parts.

SPECIAL INDUCEMENT to first boy in your town

Niagara Motor Car Corp'n, Dept. A, Niagara Falls, N.Y.

LAD'S CAR — Niagara Falls, New York — (1912-1914) — The Niagara Motor Car Corporation was a rather lofty designation for a firm which produced juvenile cars only, occasionally under the Niagara name but more usually Lad's Car. The company stated its purpose as providing "mechanically minded children a 'sure-enough' motor vehicle, with a 'sure-enough' engine, the possession of which is calculated to teach a great deal about the rudiments of automobilism, while at the same time the machine is so designed that even quite small children cannot come seriously to grief when handling it." The Lad's Car was cute as a bug. It was powered by a tiny single-cylinder 4 hp air cooled engine, and was sold as a two seater roadster on a 72-inch wheelbase, with choice of Renault or American style hood. The price complete was \$170 with vee belt, \$160 with flat belt, and it was available in ready-to-assemble form at twenty dollars off those prices.



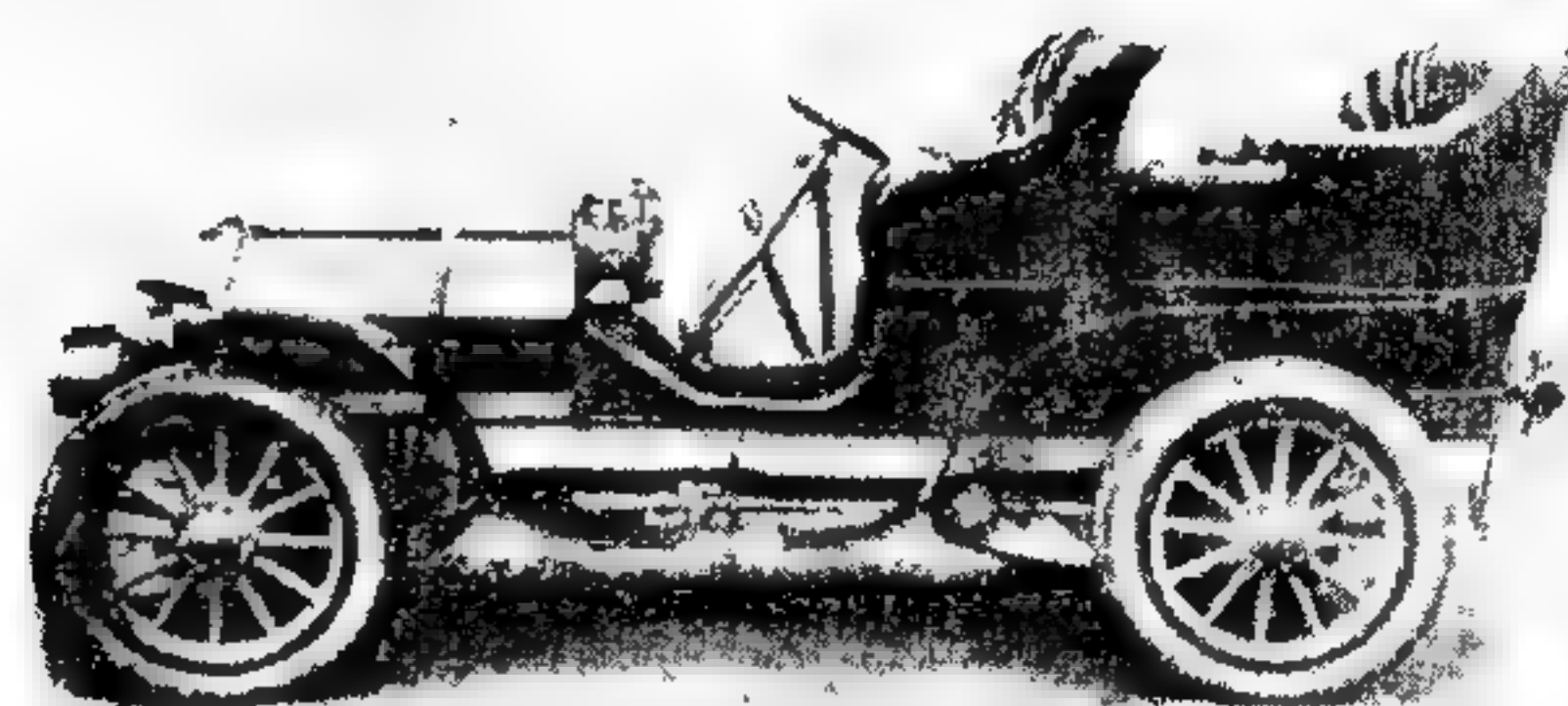
1906 LaSalle-Niagara, model B, touring.

LASALLE-NIAGARA — Niagara Falls, New York — (1905-1906) — The LaSalle-Niagara Automobile Company was the idea of E.A. Kinsey of Niagara Falls who took the assets and equipment of the Wilson Automobile Manufacturing Company which had been producing a small runabout called the Niagara in Wilson, New York since 1903. The LaSalle-Niagara was not, however, merely a continuation of the former Niagara. It was a brand-new car built under the patents of George E. Whiteside and offered as a chain-drive twin and a shaft-drive four at \$1250 and \$2250 respectively. The LaSalle-Niagara plant, at 91st and Schantz, was the former home of a button factory. This automotive venture was a short one. Although an occasional advertisement referred to this car simply as the Niagara, it would appear LaSalle-Niagara was used more often.

NIAGARA — Niagara Falls, New York — (1900-1902) — "Niagara Falls has a new industry. It is an automobile manufacturing plant, and its proprietors are McQuain and Pysher, two practical machinists who have gone in the venture to win." Thus reported the *Niagara Falls Gazette* on September 22nd, 1900. The *Gazette* had jumped the gun a little bit. Two days later, the rival *Daily Cataract-Journal* noted that Thomas McQuain and H.N. Pysher had indeed built an automobile, the first in Niagara Falls, and it had been successfully tested, but the partners, although "jubilant over the success they have attained," hadn't quite made it to the manufacturing stage. Their car was a 4 hp gasoline runabout with accommodation for four passengers. The partners took pains to emphasize their vehicle's advantages over a steamer with its danger of explosion and an electric with its short running range. Still, it was March 29th, 1901 before McQuain (who appears to have left Pysher behind by now) found the financing necessary to establish the Niagara Automobile Company. There had been another firm incorporated under that name in Niagara Falls in 1899 but that one had produced no cars at all. McQuain did proceed into manufacture of his automobile, but its life was short. By early fall of 1902, the Niagara Automobile Company was bankrupt.

NIAGARA — The Niagara Motor Car Corporation produced a juvenile car from 1912 to 1914 in Niagara Falls, New York which was marketed as the Lad's Car. Refer to Lad's Car.

NORTH TONAWANDA

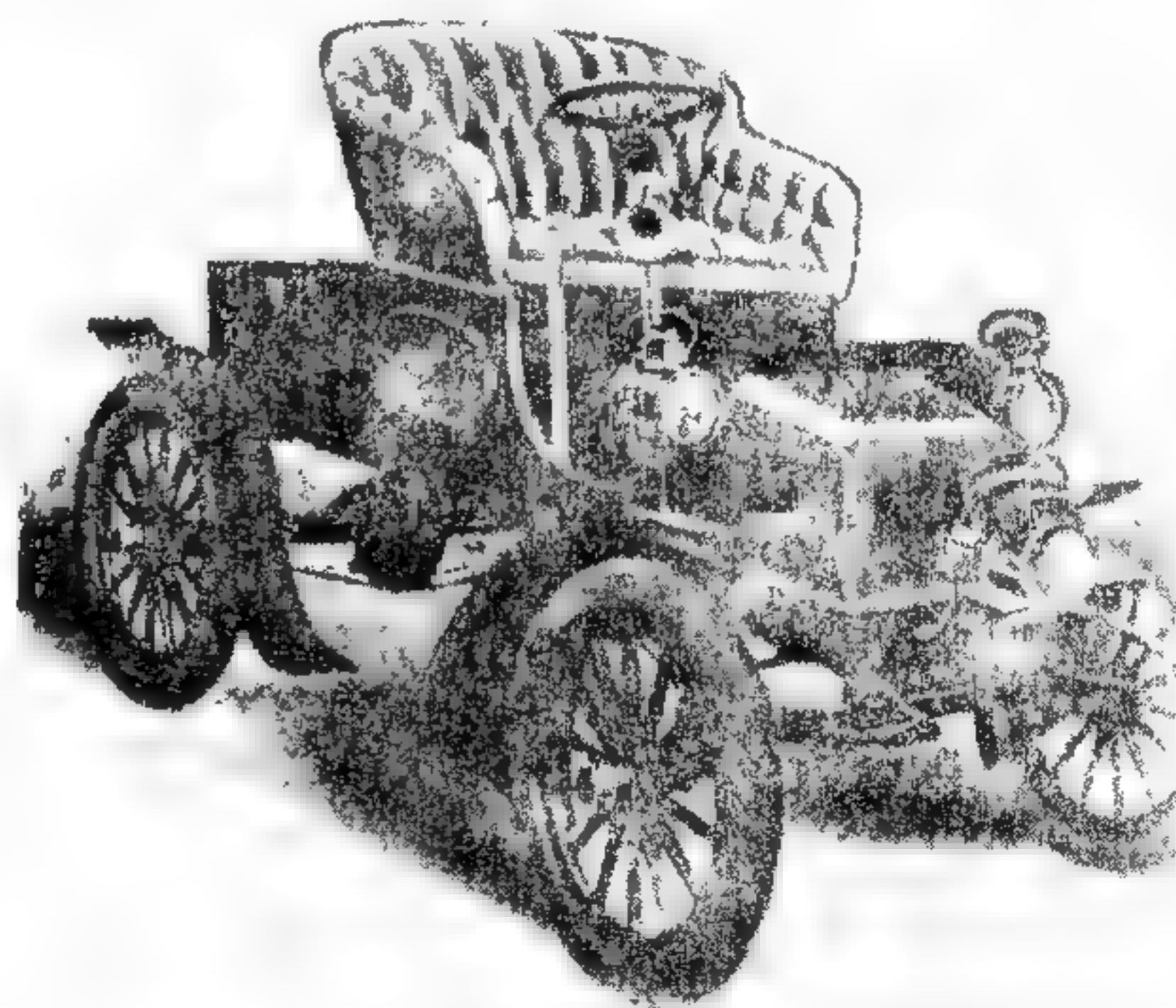


1904 Herschell-Spillman, touring.

HERSCHELL-SPILLMAN — North Tonawanda, New York — (1901-1904) — The Herschell-Spillman name is well known as the proprietary engine purchased by myriad assembled car manufacturers in America. Less well known is that Herschell-Spillman built an automobile, and even less well known than that is the fact that most of the "horses" the company produced during its lifetime were not for the automobile industry at all. The Armitage-Herschell Company was established in 1880 for the manufacture of merry-go-rounds, and by 1892 production was up to one complete carousel per day. Around the turn of the century, Armitage-Herschell metamorphosed into Herschell-Spillman, Inc. The partners were Allan Herschell and Edward Spillman, and it was the latter who was most interested in the automotive scene and who moved the company into that field. Company announcements in the trade press late in 1900 indicate the firm's original intention was the building of automobiles. In the fall of 1901, Herschell-Spillman reported the successful completion of its first car and its willingness to "build to order" thereafter. The last press reference to a Herschell-Spillman car — a four-cylinder 18 hp tonneau featuring chain drive — was late 1904. By the spring of 1905 the company was reported to be building gasoline engines only. The Herschell family today recalls the total number of cars built as four. Disagreements over management of the engine-building division of the company caused a split between Herschell and Spillman in 1915, though both names remained on the engines until 1923 when the last one was produced. Although mergers and splits altered the name of the carousel-producing firm in the years to follow, Herschell-Spillman remained the name for the amusement-ride side of the business throughout as well. The last Herschell-Spillman merry-go-round was produced in the early 1960's.

Dates also given as 1904-1907

SPILLMAN — From 1901 to 1904, in North Tonawanda, New York, Herschell-Spillman, Inc. built four automobiles as an adjunct to its successful motor-building business. Refer to Herschell-Spillman



1903 Starin, runabout.

STARIN — North Tonawanda, New York — (1903-1904) — The Starin Company of North Tonawanda produced a single-cylinder runabout on a 72-inch wheelbase chassis fitted with a two-speed planetary transmission and single chain drive — and offered it in two models, a 6 hp at \$800 and an 8 hp at \$1000. Production began in 1903 — during which year Starin claimed five years' experience in automobile building, without mention of what had been built. Production ended in 1904. Thereafter the Starin Company became a used car dealership. "The Acme of Automobile Perfection" had been the Starin's grandiose slogan.

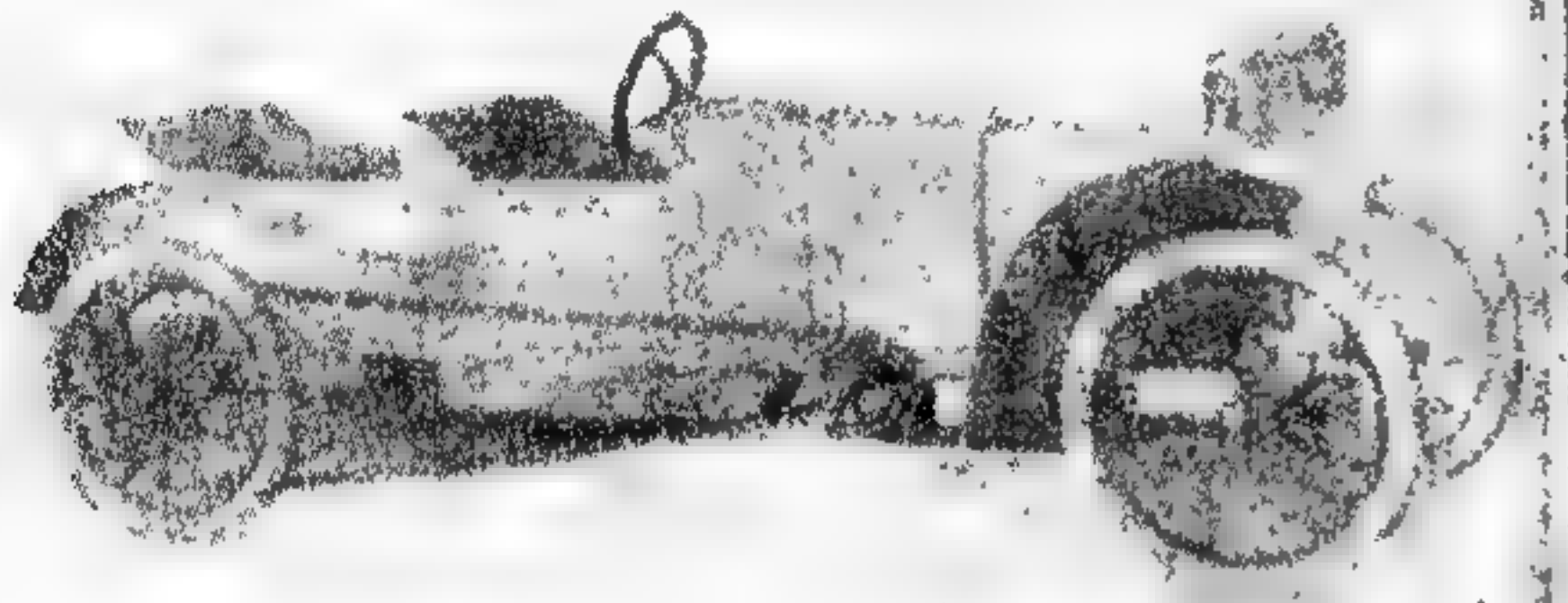
Dates also given as 1901-1904

OLEAN

CLOSE — Olean, New York — (1902-1907) — The Close brothers of Olean — Fred and Frank — operated a bicycle manufactory in Olean called the Close Cycle Company. Frank Close was the mechanic of the duo, and in 1902 he built his first automobile. In 1904 the firm was renamed the Close Cycle and Automobile Company, but the year following its name changed to Olean Garage Company, and it was in the field of automobile repair that the brothers decided to concentrate. Total production of Close automobiles is not known, but according to a special industrial edition of the *Olean Evening Herald* published in 1908, five cars had been built to special order in the two years previous. The brothers also served as the local agent for the Cartercar. "The garage is open at all hours of the day or night," the newspaper reported. Apparently, it was one of the best known and most popular in town.

NIAGARA — Wilson, New York — (1903-1905) — The Wilson Automobile Manufacturing Company produced a typical small two-passenger runabout. "The truss frame that sustains the motor is pivoted on the front axle, which gives a very flexible running gear," *Cycle and Automobile Trade Journal* noted in January 1904. "Any of the wheels can be removed by merely taking off the dust cap and end nut. The axles are of great strength, the rear axle being of one piece. The arrangement of operating levers is very convenient, and the steering wheel tilts." The car was started from the driver's seat, and there was an auxiliary seat folding down from the dash. Although occasionally referred to in the trade press by the company name, Wilson itself preferred to call its car the Niagara. Its single-cylinder engine developed 5 hp from 1903-1904, upped to 8 hp for 1905, the final year of production. In the spring of 1905 the LaSalle-Niagara Automobile Company took over the assets and equipment of the Wilson firm and proceeded to build its own car called the LaSalle-Niagara.

RIPLEY



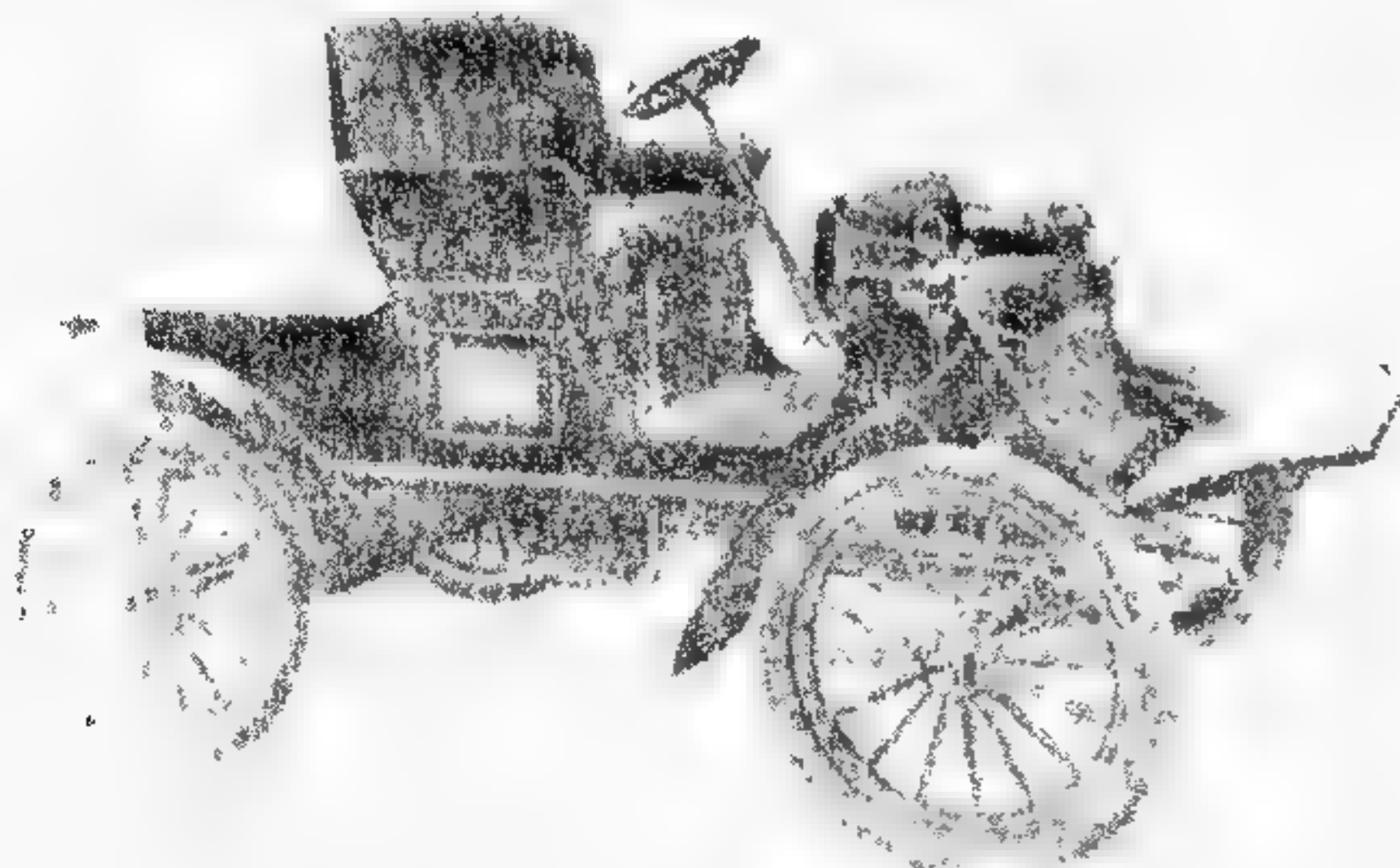
1914 Burrows, 2-pass. tandem cyclecar

BURROWS — Ripley, New York — (1914-1915) — The Burrows Cyclecar Company was organized in July 1914 in Ripley with a capital stock of \$30,000. Its product was typical in being a tandem two-seater with friction transmission, belt drive and a two-cylinder air-cooled 9 hp Mack engine. Not so typical was its wheelbase which was 106 inches, lengthy for a cyclecar, though a number of East Coast products stretched similarly. "Burrows Another New Yorker with Long Belt," headlined *The American Cyclecar*. The Burrows' headlamps were mounted above the level of the body, which looked rather peculiar. A tandem two-seater at \$375 was the only Burrows offering for 1914; for 1915 the company featured side-by-side seating and a lower price tag, neither of which helped to make the marque survive longer. The Burrows involved in this venture were Watson and Robert P., both of Ripley.

TONAWANDA

TONAWANDA — The Tonawanda Motor Vehicle Company has appeared on various car rosters as an automobile manufacturer in Tonawanda, New York at the turn of the century. This is in error, the result of careless editing in some trade periodicals of the period. Instead of Tonawanda, New York the car in question was built in Towanda, Pennsylvania by the Towanda Motor Vehicle Company.

WILSON



1904 Niagara, runabout,

CARS SUPPOSEDLY MADE OUTSIDE BUFFALO- MANUFACTURE NOT VERIFIED

FREDONIA

Fredonia - 1895
Fredonia Mfg. Co.

Fredonia - 1902
Fredonia Automobile Co.

LOCKPORT

Crest - 1902
Crest Auto Co.

Dussault - 1912-1914
Albert Dussault

Schlig - 1904-1905
Schlig Automobile Works
Schlig & More Automobile Works

TONAWANDA

Tonawanda Electric - 1900-1902
Niagara Electric of Buffalo
became Towanda of Towanda PA.

COMPANIES OUTSIDE BUFFALO WHICH ORGANIZED BUT APPARENTLY DID NOT PRODUCE CARS

BARKER

PROGRESSIVE — The Progressive Motor Car Company was organized in Barker, New York late in 1912 with a capital stock of \$30,000 to manufacture and deal in automobiles. Involved in the venture were Arthur H. Terleeseon, John B. Smith and Harry S. Schuhr. Manufacture is doubted.

BATAVIA

APPLETON — The Appleton Manufacturing Company of Batavia, New York has appeared on numerous rosters as a car producer during the early 1920's. There is no evidence of such a company in Batavia at that time, according to local city history; the only Appleton in town was an old employee at a local railway company.

BELFAST

MERCURY — Belfast, New York — (1922) — Mercury Motors Company was organized in Belfast, New York and announced its entry into the automobile field with two closed coupe models, a four and a six, of 72 hp and 128-inch wheelbase, and 90 hp and 132-inch wheelbase respectively. Price tags were slated to be \$4875 for the former, \$5625 for the latter, but how many of these were affixed to any cars is not known. The company's exit from the automobile field followed later in 1922.

DUNKIRK

MULHOLLAND — The Mulholland Company of Dunkirk, New York announced during the summer of 1906 its intention to manufacture electric cars in 1907. That this happened is doubted.

FALCONER

CHAUTAUQUA ELECTRIC — Jamestown & Falconer, New York — (1919) — Two companies were organized in Upstate New York in 1919 for manufacture of a \$600 electric car, and the likelihood is that there was a link between the two. The first announced was the Chautauqua Electric Car Company, Inc. in Jamestown, preliminary announcements indicating that the adjacent plants of the Supreme Furniture Company and Lynndon Mirror Company were being purchased with an additional building to be erected to connect them — and there some 250 workers would produce 600 Chautauqua Electrics during the coming year. Soon after, announcement came from Falconer of the creation there of the Chautauqua Electric Manufacturing Company. That even prototypes resulted in either Jamestown or Falconer has not been confirmed. Interesting, the Falconer plant that had been destined for the Chautauqua was later turned into a furniture factory. A number of area residents recall their fathers having lost a lot of money in the Chautauqua Electric venture.

GASPORT

GASPORT — The Gasport Motor Company was organized with a capital stock of \$20,000 during the summer of 1910 to manufacture gasoline engines and motor vehicles in Gasport, New York. Incorporators were Charles W. Day, Ellis S. Button and Frances R. Day. Manufacture of an automobile is doubted.

HORNELL

DE SCHAUM-HORNELL — 1910
Refer De Schaum -
Buffalo

JAMESTOWN

CHAUTAUQUA ELECTRIC — Jamestown & Falconer, New York — (1919) — Two companies were organized in Upstate New York in 1919 for manufacture of a \$600 electric car, and the likelihood is that there was a link between the two. The first announced was the Chautauqua Electric Car Company, Inc. in Jamestown, preliminary announcements indicating that the adjacent plants of the Supreme Furniture Company and Lynndon Mirror Company were being purchased with an additional building to be erected to connect them — and there some 250 workers would produce 600 Chautauqua Electrics during the coming year. Soon after, announcement came from Falconer of the creation there of the Chautauqua Electric Manufacturing Company. That even prototypes resulted in either Jamestown or Falconer has not been confirmed. Interesting, the Falconer plant that had been destined for the Chautauqua was later turned into a furniture factory. A number of area residents recall their fathers having lost a lot of money in the Chautauqua Electric venture.

JACOBSON — The Jacobson Motor Company was organized in Jamestown, New York during the fall of 1906 with a capital stock of \$100,000 for the manufacture of automobiles. Incorporators were Charles and Jacob Jacobson and G.F. Selstram. Manufacture is doubted.

LILLY — The Lilly Engine Company was organized in Jamestown, New York early in 1910 with a capital stock of \$150,000 to manufacture and deal in automobiles, engines and motorcycles. C.H. Henderson and J.R. Graves were the people behind this venture. Manufacture of a car is doubted.

TRUCKS MADE OUTSIDE BUFFALO

BROCKPORT

Matthews Tractor Co. - 1922-1924

TRUCKS SUPPOSEDLY MADE OUTSIDE BUFFALO
MANUFACTURE NOT VERIFIED

CLARENCE

Buffalo Truck & Tractor - 1920-1925

NORTH TONAWANDA

Front Drive - 1911

DEFEW

Gould Electric - 1954-1955

DUNKIRK

Chautauqua Motor Co. - 1912
Prototype

John M. Stapf Co. - 1915
Trucks built- production
not verified.

GASPORT

Gasport Motor Co. - date?
Tractors

HAMBURG

Case Liv-N-Road - 1957
Motorhome

LANCASTER

Young Fire Equipment Corp. - 1970-to date
Fire engines

LOCKPORT

American - 1906-1911

Covert - 1906-1907

NIAGARA FALLS

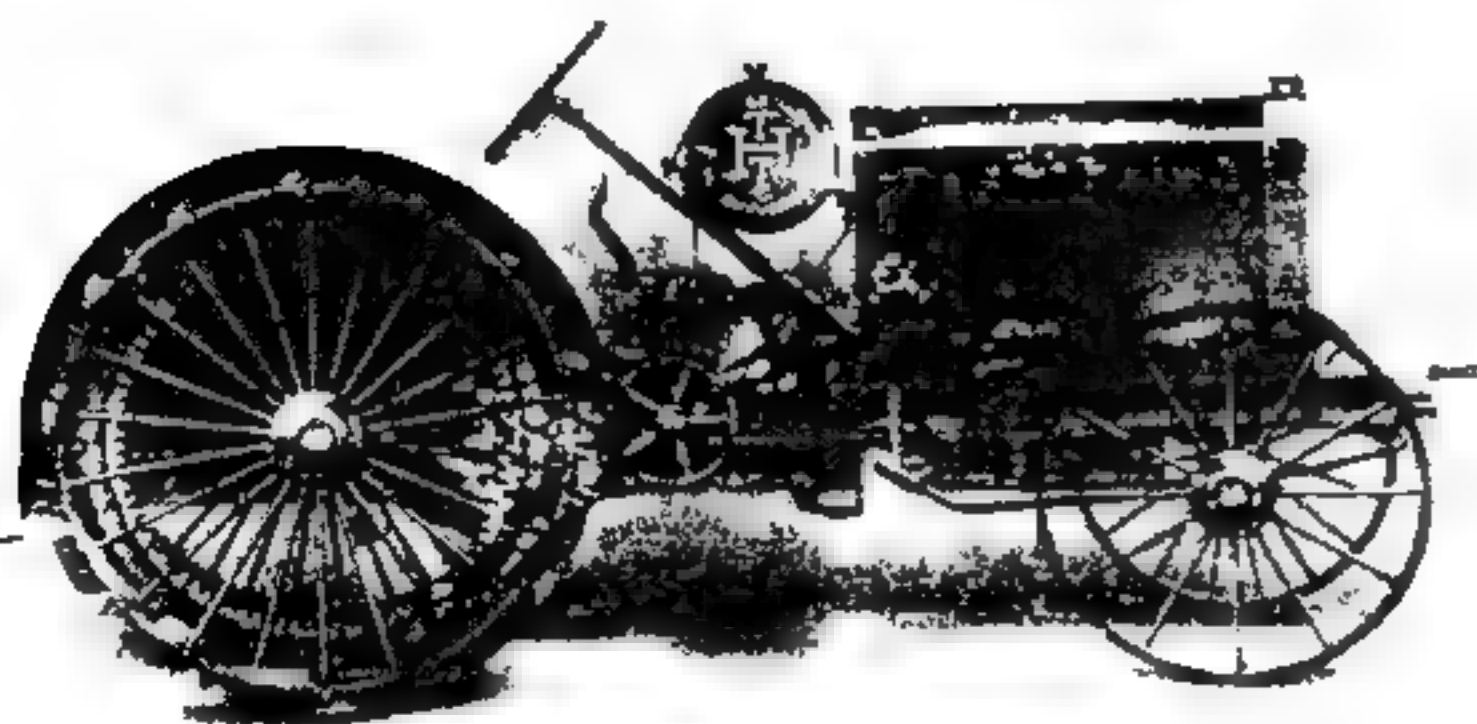
La Salle-Niagara - 1906

RIPLEY

Burrows Cyclecar - 1914
Prototype

BROCKPORT

Matthews Tractor Co. Brockport, N.Y.



From 1922 to 1924, Matthews Tractor Company offered the "Wheat" tractor. First built at Buffalo, New York as the "Hession" tractor, the company was reorganized finally under the Matthews name. Priced at \$1,500, it used an Erd four-cylinder 4 x 6 inch engine with a Kingston carburetor and Dixie magneto. Rated to pull three 14-inch plows, it was capable of 12 drawbar and 24 brake horsepower. After 1924, neither the Wheat tractor nor the Matthews company appeared in the tractor directories.

CLARENCE

A COMBINATION TRUCK-TRACTOR-POWER PLANT All Three Combined in One Machine



OUR PLANT

We are not exhibiting at the show but you are invited to call at our Show Rooms, 2359-2363 Main Street, Buffalo, where this Machine can be seen and an actual demonstration gladly given.



COMBINATION TRUCK, TRACTOR AND POWER PLANT

THE BUFFALO TRUCK & TRACTOR CORPORATION, 2359-2363 MAIN ST., BUFFALO, N. Y.
PLANT: ST. JOHNSVILLE, N. Y.

The Buffalo Truck & Tractor Corporation was organized during the fall of 1917 with a capital stock of \$150,000 "to manufacture various kinds of motors, cars, wagons, boats, vehicles, automobiles and airplanes." E.H. Oversmith, G.B. Burd and S.B. Simpkins were the incorporators. World War I delayed the onset of production, but following the Armistice this Buffalo venture did move into manufacture, although commercial vehicles only were its products.

BUFFALO Truck & Tractor Co., Clarence, N. Y.

Serial Number on left hand side top frame also on dash. Motor Number on left hand side of crankcase. (Hercules Motor Model CU3 used.)

1924 10	4	4	x5	25.60	2 tons	Ch.	5,775	\$3,060	
12	4	4	x5	25.60	3 tons	Ch.	6,250	3,545	
30	4	4	x5 1/2	28.90	3 1/2 tons	Ch.	6,000	4,850	1000 and up
1925 10	4	4	x5	25.60	2 tons	Ch.	5,775	3,060	
12	4	4	x5	25.60	3 tons	Ch.	6,250	3,545	
30	4	4	x5 1/2	28.90	3 1/2 tons	Ch.	6,000	4,850	

Year Model	No. Cyl.	Bore & Stroke	H. P.	Load Capacity	Type of Body	Shipping Weight	List Price	Serial Numbers
1926 10	4	4 x5	25.60	2 tons	Ch.	5,775	\$3,060	
12	4	4 x5	25.60	3 tons	Ch.	6,250	3,545	
30	4	4 x5 1/2	28.90	3 1/2 tons	Ch.	6,000	4,850	
1927 Discontinued.								

BUFFALO 1920-1925

(1) Buffalo Truck & Tractor Co., Buffalo, N.Y. 1920-1925
(2) Buffalo Truck Corp., Buffalo, N.Y. 1924-1925

The Buffalo was a conventional assembled truck powered by a Hercules CU-3 4-cylinder engine, with Detroit transmission and Wisconsin or Sheldon rear axles. The first model was a 2-tonner, but for 1921 a 1 1/2-tonner was added, and for 1922 this was uprated to 2 tons and the larger model to 3 tons.

An unusual feature of the 1923 models was a frame holding three copper balls ahead of the radiator. These could be cut into the water circulating system to give extra cooling when the engine was working particularly hard. Despite the slogan "The truck that sells," Buffalo only delivered 45 trucks in 1921 and 25 in 1922. Bankruptcy followed in July 1924, and although the company was reorganized in November it is not certain that any trucks were made in 1925. Lifetime production was probably 125-150 vehicles.

GASPORT

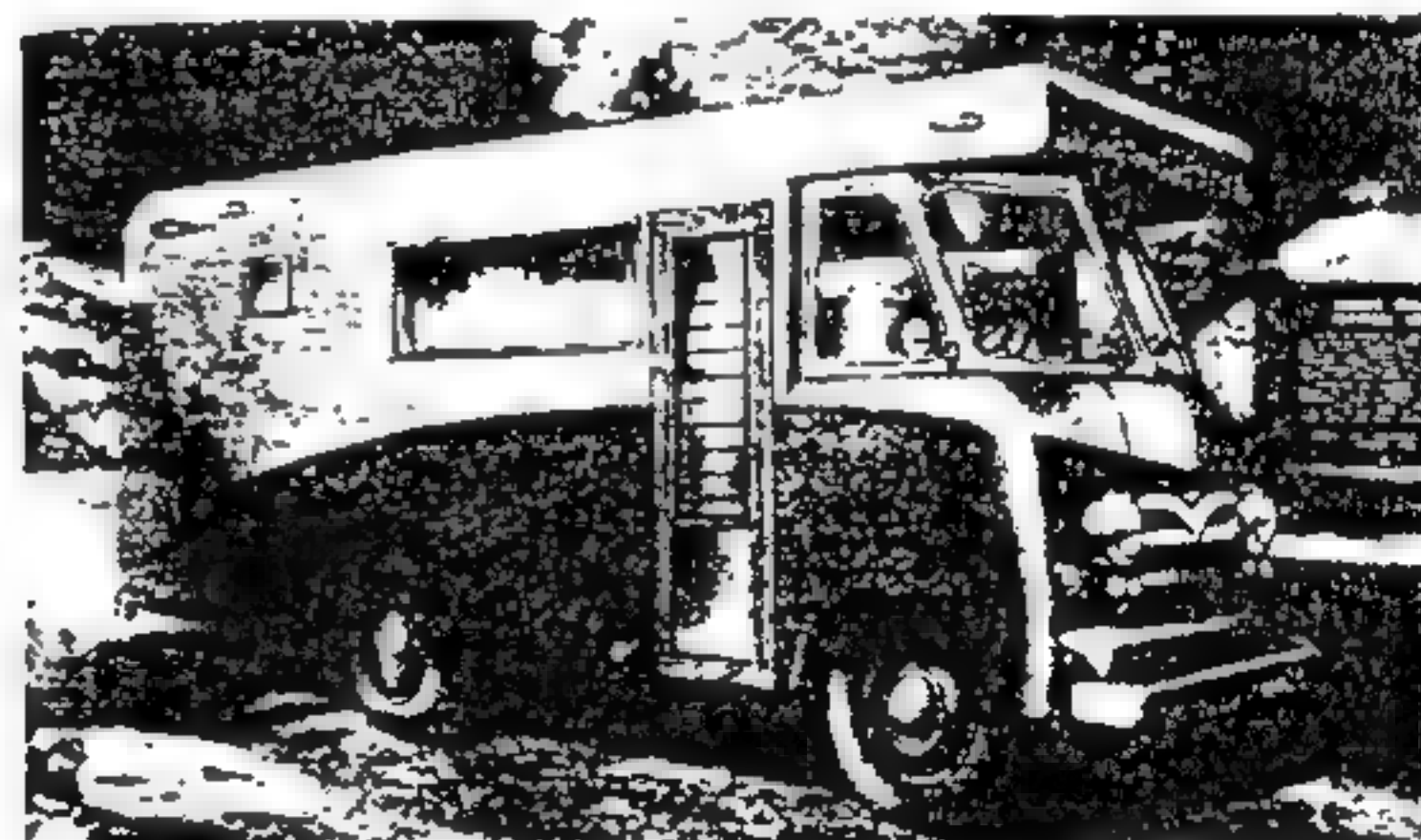
Gasport Motor Co. Gasport, N.Y.



Orchard work was the primary intention of the Gasport tractor. Its two-cylinder motor provided 25 brake horsepower, just the right size for a three-bottom plow. A low-down feature was especially valuable in orchards, while the low center of gravity also commended it to ordinary farm work on hilly ground. Although the Gasport was one of the first orchard tractors, there were dozens of companies specializing in this style within a few years.

HAMBURG

Case Liv-N-Roam



Yes, the Case Liv-N-Roam is a motorhome, not a car. Yet, in 1957 when it was introduced, the public had not yet been indoctrinated into the motorhome concept. Thus, the Case was sold as a car, or at best as a house-car, and therefore it is included here. In fact, the builders referred to the Case as a station wagon with living accommodations. And, in its native New York, this vehicle would have worn "suburban" license plates which were reserved for station wagons. The vehicle was produced by Custom Bilt Body Co. of Hamburg, N.Y., and was fitted to a standard Ford P-350 forward control delivery truck chassis. It had 590 cubic feet of living area and came complete with stove, refrigerator, floor heater, sink, lavatory, shower and water heater. Still, the manufacturers claimed it had all of the seating capacity, cargo capacity, and convenience of a station wagon and was priced only slightly higher than a medium-priced wagon. The builders appear to have anticipated the motorhome fixation by more than a decade, and that is probably the reason why the Case enjoyed only moderate success. It was just too far ahead of its time. Beginning in the late 1960s, motorhomes started to become a more and more familiar sight on the roads. But in 1957, this was indeed a strange vehicle.

LANCASTER



YOUNG 1970 to date

Young Fire Equipment Corp., Lancaster, N.Y.

This company introduced two lines of custom fire engine, the two-axle Bison and the three-axle Crusader, the latter with an unusually low-profile cab. It carries a snorkel with an 85 foot boom. Engines are Detroit or Caterpillar diesels.


NIAGARA FALLS

LA SALLE-NIAGARA 1906

LaSalle-Niagara Auto Company, Niagara Falls, New York

The sole model under this euphonious name was a flat-bed delivery van of one-ton capacity with a chassis of 7 feet, 6-inch wheelbase. This was powered by a horizontal two-cylinder engine mounted under the seat. Drive was by double chains and price was \$1500.

LOCKPORT



The Solution of the Delivery Problem

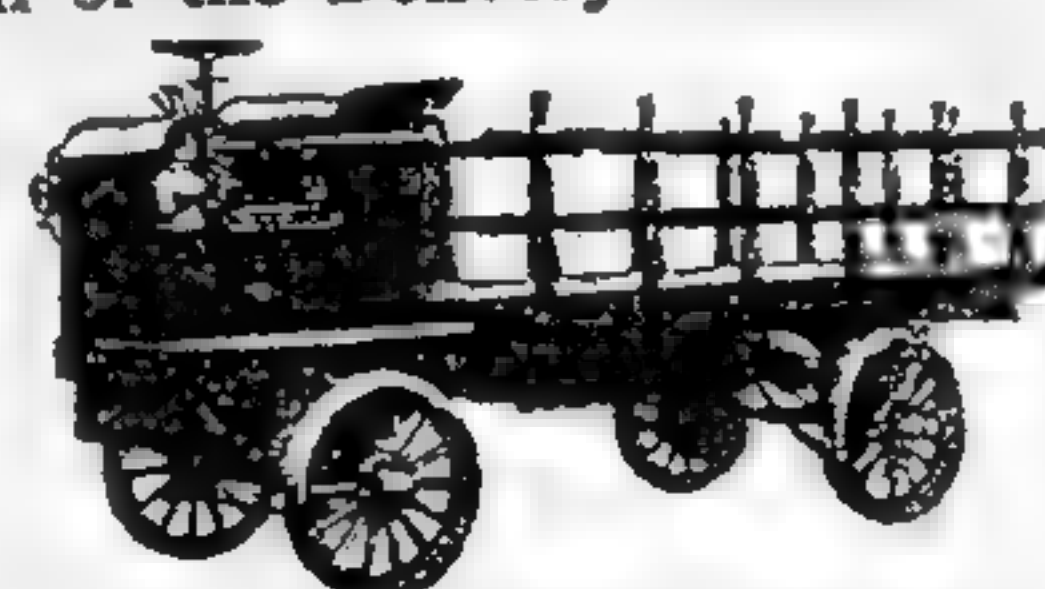
**MAXIMUM STRENGTH—
MINIMUM EXPENSE
OF OPERATION**

**COMPACT POWERFUL
ECONOMICAL RELIABLE**

Exactly sums up the essential features of "American" trucks. Far the best truck on the market to-day.

WRITE FOR FULL DESCRIPTION AND PRICES

AMERICAN MOTOR TRUCK CO., Lockport, N. Y., and Monadnock Bldg., Chicago, Ill.



AMERICAN 1906-1912

(1) *American Motor Truck Co., Lockport, N.Y. 1906-1911*

(2) *Findlay Motor Co., Findlay, Ohio 1911-1912*

(3) *Ewing-American Motor Co., Findlay, Ohio 1912*

This company made heavy trucks with 4-cylinder engines from 20 to 60 hp, in conventional and forward-control models, with double chain drive. An unusual feature in the 60 hp was the use of epicyclic transmission, usually found in smaller vehicles. After the move to Findlay the company merged with Ewing, makers of light goods vehicles and taxicabs.

COVERT 1906-1907

Covert Motor Vehicle Co., Lockport, NY

The Covert was built only as a ½-tonner with wire-side delivery van body. This had forward control with a 2-cylinder engine, a 2-speed gearbox and shaft drive. Wheelbase was 84 inches and the price was \$1000.

ADDENDUM

FRIEND

Gasport, Niagara County
c. 1900

Information on the Friend automobile is sketchy at best. There is sufficient evidence to establish that one and maybe two prototypes were built around the turn of the century.

The Friend Manufacturing Company of Gasport was (and is) primarily a builder of pumps and orchard sprayers. As the name suggests, the founders were Quakers. Their motto was: "We are thy friends."

A twenty-fifth anniversary publication indicates that the company was founded in 1895 by inventor Warren H.

Hull and his brothers Arthur B., John C. and G. Albert. At first the brothers operated a bicycle shop but soon began to build complete cycles. The marketing name of their product was Friend.

The prototype automobiles were built around, or just before, 1900. Since the Hull brothers were producing stationary and rig-mounted gasoline engines, it is reasonable that the Friend prototypes were gas-powered. Their knowledge of bicycle building, combined with their gas engine experience, would have been consistent with the typical runabouts of 1898-1900.

Friend stationary gas engines are prized by collectors for their substantial quality.

“FRIEND”

The name as it appeared on the company products in 1900 (Doris Culp)

LOCKPORT

Lockport, Niagara County
1895

The Lockport vehicle was described by the *Lockport Journal* of October 17, 1895, and the article deserves to be repeated in its entirety:

HORSELESS. A CARRIAGE WHICH PROPELS ITSELF. Was Given Private Test This Afternoon. A Brief Description of the Curious Vehicle. The Invention Promises to be A Success.

A private test of the horseless wagon, which is being built by the Lockport Bicycle Works, was made yesterday afternoon, and another one again this afternoon. While the invention has by no means reached a state where it may be said to fulfill all that is expected of it, and which these tests indicate eventually be attained, the inventors have reason to feel gratified with the results thus far. The vehicle showed considerable speed in the trial trip, and seemed to run on the pavement with ease. It is quite handsome in appearance, even in its incomplete state.

There is a solid arched framework mounted on four ordinary pneumatic tired ball-bearing bicycle wheels of the usual diameter. In the center of the frame is the seat, in front of which are two small steel barrels which contain the heavy springs which furnish the motive power.

This power is conveyed to the running gearing by means of sprocket wheels and chains connecting with sprocket wheels on the forward wheels. These springs are wound up by means of ratchet levers which are worked by hand, and one winding is sufficient to drive the vehicle several miles, it is said. One spring will drive the vehicle on level roads, and may be easily wound up while the wagon is in motion. The steering is effected by means of a foot tiller connected with the front and rear axles, and the machine will make a very short turn.

It seems certain that the invention will prove a success and of great value. If practical in its workings, it might prove to be a splendid delivery vehicle for light business in cities, especially where the streets are paved.

With the benefit of ninety years hindsight, it can be reported that the invention was not a success.

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